



# MASTER PLAN FOR **BLACK POT BEACH PARK**

**MAY 2021**



County of Kaua'i  
Department of  
Parks and Recreation



# MASTER PLAN FOR BLACK POT BEACH PARK



**MAY 2021**

Prepared for:



County of Kaua'i  
Department of  
Parks and Recreation

Prepared by:





# Acknowledgements

We are deeply humbled by the dedication and diligence shown by the individuals who contributed to this planning process. We are grateful to each individual who gave their time and energy to share their ideas with us, especially because we know that participating in meetings, reviewing materials and problem-solving can be challenging and burdensome.

Mahalo to the **Community Advisory Committee** for their assistance and ongoing participation. The leadership, community spirit, knowledge base and technical expertise shared by this group is a tremendous asset for the Hanalei community.

Hobey Beck	Kamealoha Forrest	Makaala Kaaumoana	Mike Schorr	Michelle Swartman
Jim Braman	Joel Guy	Billy Kinney	Keola Sheenan	Nathan Teixeira
Bob Butler	Hanalei Hermosura	Aukai Lee	Kaiulani Sodaro	Presley Wann
Charlie Cowden	Kimo Inanod	Adam Roversi	Dave Stewart	Dawn Wooten

Mahalo to the individuals who shared their input as **Focus Group Meeting Participants**.

Lynn Alapa	Steve Fountain	Wes Haraguchi	Betsy Lis	Chad Rausch
Nick Beck	Amy Frazier	Ann Hermosura	Ron MacDonald	Barbara Robeson
Mike Ching	Mark Frazier	Ann Hettinger	Christian Marston	Barbara Say
Roger DeCamp	Joanna Fu	Carl Imperato	Art Mersberg	David Sproat
Rory Enright	Ka'ui Fu	Julie Kanealii	Peter Miller	Tom Thompson
Corki Ferry	Wendall Fu	Albert Kauai	Kevin Millett	Johanna Ventura
John Ferry	Kahu Alpha Goto	Glenn Kobayashi	Barbara Poor	Ralph Young
Atta Forrest	Hayley Ham Young-Giorgio	Amber Lis		

Special acknowledgement to the current and previous County of Kaua'i administrators for the coordination and management of this project.

## Current Administration

Mayor Derek Kawakami  
Director Patrick Porter, Department of Parks and Recreation  
Deputy Director Wally Rezentes, Department of Parks and Recreation  
William Trujillo, Chief Planner, Department of Parks and Recreation  
Nancy McMahan, Planner, Department of Parks and Recreation  
Polly Phillips, Mayor's Aide  
Director Doug Haigh, Department of Public Works

## Previous Administration

Bernard Carvalho, former mayor  
Lenny Rapozo, former director, Department of Parks and Recreation  
Ian Costa, former deputy director, Department of Parks and Recreation  
Paula Murakami, former mayor's aide  
Jay Furfaro, former Office of Boards and Commissions



## TABLE OF CONTENTS

1. Purpose of the Master Plan .....	1
2. Historical Context .....	5
2.1 Native Hawaiian Occupation.....	5
2.2 Western Influences in the 1800s .....	6
2.3 Plantation Agriculture .....	10
2.4 Origins of Black Pot Beach Park .....	10
3. Context for Planning .....	15
3.1 Location .....	15
3.2 Planning Area Boundaries.....	20
3.3 Existing Park Facilities.....	24
3.4 Community Profile .....	31
3.5 Applicable Land Use Policies and Regulations .....	35
4. Community Involvement in the Planning Process ...	41
4.1 The Planning Process .....	41
4.2 Community Participation Strategies .....	44
4.3 Community Concerns and Aspirations.....	47
5. Master Plan Concepts .....	63
6. Implementation Plan .....	77
6.1 Implementation Strategy .....	77
6.2 Summary of Unresolved Issues.....	78
7. References.....	83

## List of Figures

1. Project Location .....	3
2. Land Commission Awards .....	7
3. Aerial View of Beach Park, November 2019.....	16
4. Regulated Ocean Uses.....	18
5. TMK Parcel Boundaries .....	23
6. Visitor Unit Distribution by District, 2030.....	34
7. State Land Use Districts and County Zoning .....	38
8. Special Management Area and Shoreline Setback ..	39
9. Flood Insurance Rate Map.....	40
10. Planning Process.....	42
11. Sea Level Rise Inundation Map .....	62
12. Conceptual Master Plan .....	64
13. Recommended Plant Materials for Landscaping .....	73

## List of Tables

1. TMK Parcel Descriptions .....	22
2. North Shore Profile .....	33
3. Hanalei Visitor Counts .....	34
4. Implementation Strategy .....	80
5. Short-Term Actions .....	81
6. Preliminary Cost Estimate .....	82

## Appendices

A. Archaeological Inventory Survey Report, Cultural Surveys Hawai'i 2017
B. CAC Meetings
C. Focus Group Meetings
D. Community Meetings
E. Beach Parking Summary of Research, November 2017
F. Draft Alternatives and Summary of Comments
G. Engineering Reports, Esaki Surveying and Mapping 2017; Coffman Engineers 2020

## List of Acronyms

ADA	American with Disabilities Act
ATV	All-terrain vehicle
BFE	Base flood elevation
CAC	Community Advisory Committee
CZO	Comprehensive Zoning Ordinance
CZM	Coastal Zone Management
DAR	DLNR Division of Aquatic Resources
DLNR	State Department of Land and Natural Resources
DOBOR	DLNR Division of Boating and Ocean Recreation
DOCARE	DLNR Division of Conservation and Resource Enforcement
E.O.	Executive Order
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
HAR	Hawai'i Administrative Rules
HRS	Hawai'i Revised Statutes
KFD	Kaua'i Fire Department
KORE	Kaua'i Ocean Recreation Experience
KPD	Kaua'i Police Department
LCA	Land Commission Award
SLR-XA	Sea level rise exposure area
SMA	Special Management Area
TMK	tax map key
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Services



## 1. PURPOSE OF THE MASTER PLAN

Black Pot Beach Park is one of three county-owned beach parks on Hanalei Bay. The beach park, which sits at the north end of Weke Road (Figure 1), is idyllically located at the point where the Hanalei River meets the salty waters of Hanalei Bay, and is used as an ocean entry point for boaters, fishermen, paddlers, surfers, and swimmers.

With its wide sandy beach, protected sand bar, and location next to the iconic Hanalei Pier, Black Pot Beach Park has traditionally been a place to fish and launch boats. Since the 1930s, when Hanalei Pier was last used for commercial shipping, the pier and surrounding beach area has been a focal point for ocean activities. Today, the beach park—which is a community gathering place and recreational hub for local residents and visitors—is an integral strand of the community fabric.

This master plan tells the story of Black Pot Beach Park, from its history during traditional Native Hawaiian times to how it became a county park known as “Black Pot” and its evolving growth and ever-increasing popularity. More importantly, this master plan tells the story of the community process upon which the foundation for the future of the park and the framework to guide future improvements and decisions about activities and programmed uses within the beach park is based. With an emphasis on public dialogue and input, the master plan has been shaped by the voices of those who use the park and is a reflection of the community’s values and desires for the park. The planning process, which provided a structured forum to discuss residents’ concerns and preferences for the park, sought input from the many groups that use the park and nearby ocean resources. Among the various interests that contributed to the conversation were fishermen, surfers, canoe paddlers,

boaters and jetski operators, campers, picnicking and beach-going families, neighboring landowners, commercial and tourism interests, government agencies, and community organizations.

### Planning Goals

Long standing aspirations for Black Pot Beach Park call for a park that serves the local community and that balances the demands of the various recreational interests drawn to the beach. As such, the goals for the park master plan are to:

- Improve management and protection of the resource
- Ensure that investments for park expansion and new facilities are strategic and cost-effective
- Improve the user experience and user safety, and
- Minimize conflicts among the different recreational activities and interests.



Sunsets from Black Pot Beach Park are stunning.

## Plan Purpose

The master plan lays out the desired future of the beach park and outlines the improvements and implementing actions to make the desired future a reality. Recommendations for facility improvements include additional parking and drop-off areas, new bathrooms and showers, a public boat ramp with designated boat trailer parking, a pavilion, storage for county operations, storage for canoe club equipment, new signage, landscaping, and utility system upgrades. For activities and park uses where future actions are dependent upon either the County Council's or County Administration's review of existing policies and rules, the master plan offers background information intended to inform future policy decisions.

## Report Organization

This report is organized into six major chapters. This chapter (Chapter 1) provides an introduction to the master plan. Chapter 2 chronicles the history of land use in Hanalei from the Native Hawaiian period through the 20<sup>th</sup> century and the county's acquisition of the beach park. Chapter 3 presents an overview of existing conditions, including a description of the physical resources, socio-economic characteristics and regulatory framework associated with the study area. Chapter 4 outlines the planning process used to develop the plan and presents a summary of the community's concerns and aspirations. Chapter 5 describes the elements of the master plan and the intent of the design concepts. In closing, Chapter 6 identifies an implementation strategy that includes priority actions and preliminary cost estimates for improvements. Meeting records and related technical studies are included in the Appendix.



Hanalei Pier from beach park, looking northwest to Makahoa Point.



May 2021

Figure 1 - Project Location  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i

This page intentionally left blank.

## 2. HISTORICAL CONTEXT

This chapter focuses on the history of land use and the origins of Black Pot Beach Park. It offers a general summary of the major events, recorded land ownership, and land uses from the traditional pre-contact Hawaiian period through the contemporary period and the establishment of the county park. Information in this section is summarized from an archaeological inventory survey report prepared for the master plan (see Appendix A) and other historical research documents.

### 2.1 Native Hawaiian Occupation

While there are many accounts that document the regional history of Hanalei, Princeville and the North Shore, there is no historic documentation specific to Native Hawaiian use and occupation within the vicinity of the river mouth. However, the background research indicates continuous use of lands throughout the Hanalei region from pre-contact through to modern times. Given the planning area's location at the mouth of the Hanalei River, this area would seem optimal for habitation because of its proximity to available resources (Cultural Surveys Hawai'i 2017).

The first people to inhabit Kaua'i are believed to have been Polynesian voyagers who arrived sometime between 200 and 600 A.D. Isolated from foreign influences, traditional Hawaiian society was based on a subsistence economy that relied upon the resources of the land and the ocean. Based on archaeological evidence and the numerous traditional stories and oral legends about these places—including agricultural pursuits and settlement throughout the ahupua'a that include extensive lo'i kalo (taro patches) and fishing practices that continue to be practiced today—the

Hanalei ahupua'a and neighboring valleys along the North Shore were home to thriving Native Hawaiian communities that utilized the resources within the ahupua'a for subsistence.

#### Elsie H. Wilcox's Account of Hawaiian Settlement in Hanalei in the early 1800s (Written in 1917)

"The settlement then extended along the beach, where the climate was drier and where fishing was available, and the grass-thatched houses were set in the midst of gardens of fruit-trees, vegetables and flowers. Bananas, breadfruit, coffee, sugar-cane, cocoanuts, sweet potatoes, yams, squashes, pia, and taro were cultivated, and chickens and pigs raised. On account of the sandy soil and lack of water 'makai', most of the taro-patches were further up the valley, the farmer going up daily to 'mahiai' and returning at night to his home on the beach. The banks of both rivers were lined with taro-patches which, following the water-courses, extended far up into the valleys. Terraced remains of these patches are still to be seen far above present habitations, their extent indicating a goodly population at that time. The stretch of land between the two rivers, now used as rice-land (i.e. 1917), was then an undrained swamp, not available for cultivation."

SOURCE: Cultural Surveys Hawai'i 2017

## 2.2 Western Influences in the 1800s

Native Hawaiian society flourished and remained isolated from foreign influences until the arrival of the British voyager Captain James Cook in 1778, which was followed by an increasing stream of western entrepreneurs and missionaries arriving in the islands. One of the first recorded foreign enterprises in Hanalei is attributed to the Russian Empire in 1816-1817. Under the coordination of George Anton Schaffer, the Russian flag was used to establish a foreign presence at Fort Elizabeth in Waimea, and at Fort Alexander and Fort Barclay in Hanalei, from May 1817 until the enterprise was abandoned in June 1817. Fort Alexander was an earthenwork fortification constructed on a plateau overlooking Hanalei Bay (on the grounds of the present Princeville Hotel). Little is known of Fort Barclay, except that it was located across the river from Fort Alexander, on the right side of the Hanalei River (Cultural Surveys Hawai'i 2017).

William Patterson Alexander was the first American missionary assigned to the North Shore, arriving at Hanalei in 1834. Besides spreading Western religious beliefs and social practices, the missionaries conducted censuses that recorded the native population after the first decades of Western contact. According to the 1834-1835 missionary census taken of Kaua'i, 522 Hawaiian adults and children lived in the Hanalei ahupua'a, which accounted for one-third of the total Hawaiian population (1,505 persons) living in the *moku* of Halele'a (Cultural Surveys Hawai'i 2017).

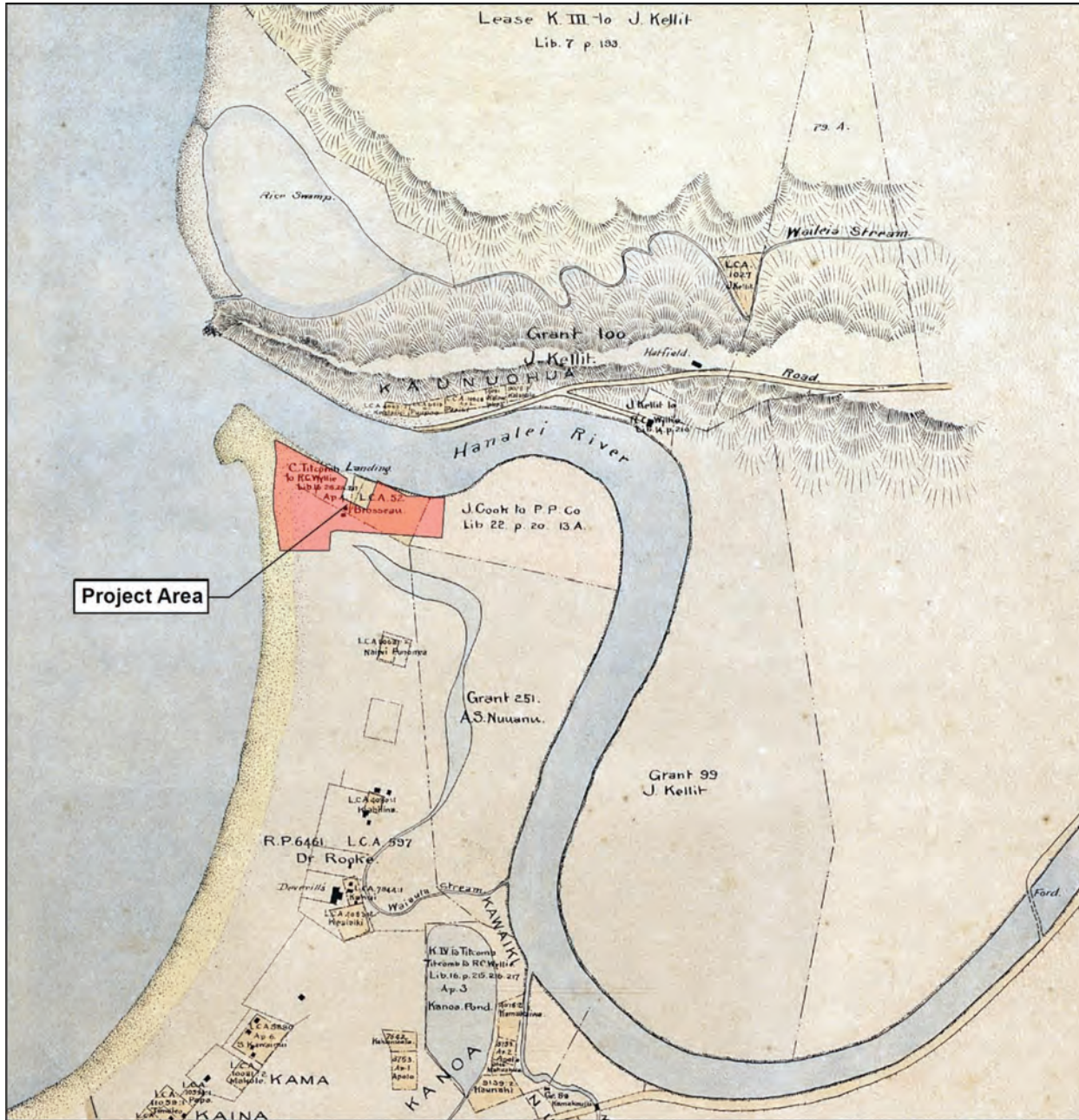
The influx of foreigners during the 1800s resulted in major changes to the social, political, economic and religious aspects of the traditional Hawaiian culture. Across all of the Hawaiian islands, as Western influences grew stronger, the

indigenous landscape was transformed by the introduction of private land ownership, new land management and food production practices, and foreign diseases that led to a decline in the Native Hawaiian population.

By the mid-1800s, private and public land ownership laws known as the Māhele allowed individuals to claim ownership of the land that they were actively cultivating or living on. Among the 49 claims that were filed and awarded for Hanalei, only one involved land in the vicinity of what is now Black Pot Beach Park. Frenchman John Brousseau was awarded Land Commission Award (LCA) Number 00052 (October 10, 1849) on the western bank of the Hanalei River near the river mouth for a one-acre lot to build a Catholic chapel (see Figure 2 for LCA boundaries). When Brousseau died unexpectedly in 1850, Henry Rhodes purchased the lot, then willed it to his brother Godfrey Rhodes, who ultimately deeded the land to Father Maudet in 1860 for the Catholic chapel.

The first Roman Catholic Church in Hanalei, St Maxine's, was constructed on this lot, and both the chapel and a rectory (a small house for the priest) were dedicated on October 3, 1864. Hanalei's first trading store—known as Hubertson's Store after the English shop owner—was also located in this area behind the chapel building (Cultural Surveys Hawai'i 2017).

The land next to the river was used as the site of the Roman Catholic Mission until 1955 when the church was relocated. The new Catholic church, St. Williams, was built along Kūhio Highway in part because of frequent flooding at the original site next to the river. The original chapel next to the river was subsequently abandoned and demolished.



**Legend**

 Project Area



Reprinted from Cultural Surveys Hawai'i, Archaeological Inventory Survey Report for the Hanalei Black Pot Beach Park Expansion Project, August 2017.

Base Map: 1893 Wall Map of Hanalei  
Data Sources: Cultural Surveys Hawai'i



May 2021

Figure 2 - Land Commission Awards  
**Black Pot Beach Park Master Plan**  
Hanalei, Kaua'i



St. Maxine's Catholic Church on the banks of the Hanalei River, date unknown.





St. Maxine's Church, Hanalei's first Roman Catholic Church built on the western banks of the Hanalei River, date unknown.



St. Maxine's parsonage, date unknown.

## 2.3 Plantation Agriculture

Following the arrival of foreigners and the passage of the Māhele laws in 1848-1850 that allowed for private land ownership, commercial agricultural ventures intended primarily for the export market steadily replaced lo'i kalo and other areas previously used for traditional subsistence crops. The 19<sup>th</sup> century saw a number of introduced plantation crops grown in and around the Hanalei valley, including mulberry trees to support silk production, coffee, sugar cane, cattle, and rice. Rice was suited for the cool, wet growing conditions in Hanalei, and lo'i used for kalo were converted into rice fields. Rice grown by immigrant Chinese and Japanese farmers remained the focus of large-scale economic activity in Hanalei through the early 1900s, declining in the 1930s due to competition from the California market.



Transporting rice to market at the Hanalei Pier, date unknown.  
SOURCE: Historic American Engineering Record HI-17.

The original wooden-frame Hanalei Pier was constructed sometime before 1882 primarily for the rice farmers transporting their crops to market. Rice was transported down the Hanalei river on small, flat-bottomed boats to be offloaded at a landing near the river mouth and transferred to the pier where larger boats would transport the rice to cargo steamships anchored in the bay. Conversely, the pier was also important for receiving goods and supplies that arrived by cargo ships.

## 2.4 Origins of Black Pot Beach Park

The tranquility and beauty of Hanalei Bay has always had a powerful attraction that draws people to its shores. In particular, the Hanalei Pier and the Hanalei River mouth have long been a place of shared activity and gathering for the community.

Construction of the steel-trussed Hanalei Bridge in 1912, which replaced the wooden hand-pulled ferry that spanned the river crossing, likely led to “stimulate the economic and social growth of the then relatively isolated North Shore” region (Cultural Surveys Hawai’i 2017, 34). Improved accessibility to Hanalei contributed to the development of vacation beach houses “to take advantage of the pleasant breezes and spectacular water views...There appears to be a connection between the 1912 construction date for the existing Hanalei Bridge and the construction dates of most of the beach houses since the majority of the beach houses were built following that date” (1000 Friends of Kauai 1987, 62).

The growing attraction and popularity of Hanalei Bay and the pier as a place of recreation is noted in a 1916 *Garden Island* article:

*"Hanalei has been a popular and populous community of late, a sort of suburb of Lihue since there were many Lihue people summering there, the various beach houses being full to overflowing. Morning, noon, and night the wharf has been alive with enthusiastic but 'green' fishermen, mostly of a tender age, and the-- sands dappled with figures in proper costume and the waters flecked with tumbling swimmers who mostly couldn't swim." (1000 Friends of Kauai 1987, 63).*

Following the 1930s when the Hanalei Pier was last used for commercial shipping, the pier and surrounding beach area continued to be a focal point for ocean activities, as fishing and seafood have long been important aspects of community life in Hanalei. Kupuna remember a number of shoreline and boat-based fishing activities that were a part of the subsistence lifestyle: fishing boats launching from the beach near the pier; boats navigating upriver; traditional shoreline and net fishing; gathering of limu and 'opihi; hukilau harvests used the manpower of the entire community to pull in the heavy nets; and lū'au parties at the beach (Kumu Pono Associates 2003).



Fishing at Hanalei Pier, date unknown. Photo from Jay Furfaro.



View looking north from the beach, circa 1963. Hanalei Plantation Hotel (in operation from 1961 to 1972) is visible across the river.  
Photo courtesy of John Ferry.

Some kupuna still know the Black Pot area as the “Landing,” which is the old name for the river frontage on the Black Pot side of the river where boats would offload supplies and passengers. Jay Furfaro recalls that during the 1970s, the River Queen under the operation of Captain Henry Gomez (Hanalei’s first Coast Guard captain) would run upstream from the Landing to Ching Young store to transport visitors into town.

Many have especially fond memories of the Black Pot area during the 1960s-1970s, when the vacant land at the end of Weke Road was an informal gathering place for local residents and Uncle Henry Tai Hook fed everyone. The name “Black Pot” honors the legacy of Tai Hook’s big, black wok.

Although the area next to the mouth of the river (where Black Pot Beach Park is situated) has an extended history as being a place for community gatherings and ocean access, the park was only established as a county-owned public beach park in 1973 following a lengthy community effort to protect the area from proposed development. In 1967, a private developer purchased the beachfront property between the pier and the river mouth for \$234,000. The new landowner proposed plans to develop a residential condominium project and banned public access to the property, even though the area was actively used by the community. As a result of a six-year-long campaign by community interests who were unwilling to see the area developed, the County acquired the 2.47-acre property for \$405,000, and the original park was dedicated and opened as Black Pot Beach Park in July 1973 (Clark 1990). Since the park’s initial inception, the County has acquired a number of the surrounding properties to expand the park boundaries to its current size covering 13.7 acres (see Section 3.2 Planning Area Boundaries).

### The naming of Black Pot

A generation of Hanalei residents remember Henry Kalani Tai Hook (1909-1977), his large black cooking pot and the gatherings that he cooked for. Fishermen and their families, visitors and anyone else who was in the area, would gather at the beach to fish and socialize, and Uncle Tai Hook would cook for everybody who wanted to eat. The reputation of Tai Hook’s large pot was so powerful that people started calling the area “Black Pot.



Aerial view of pier and county park, June 20, 1978. SOURCE: Historic American Engineering Record HI-17.

### 3. CONTEXT FOR PLANNING

This chapter profiles existing conditions at Black Pot Beach Park. Included in this chapter is a description of the physical characteristics and resources within and around the park, the socio-economic attributes of the Hanalei community, and the land use regulatory framework that informs the context for planning.

#### 3.1 Location

Black Pot Beach Park is located on Kaua'i's north shore, within the moku (district) of Halele'a and the ahupua'a (land division) of Hanalei, the largest of the nine ahupua'a that make up Halele'a moku and one of four ahupua'a surrounding Hanalei Bay.

Hanalei Bay is a three-mile long, crescent-shaped bay bounded by Pu'u Poa Point and the Hanalei River to the east and Makahoa Point to the west (see Figure 1 for general vicinity). Black Pot Beach Park lies on the easternmost end of Hanalei Bay adjacent to the mouth of the Hanalei River, at one end of the 1.5-mile, white sand beach that runs along the middle of the bay. The beach park is about a 0.5-mile walking distance to the north of Hanalei town, where the northern end of Weke Road terminates at the park's entrance. The beach park is bordered by the Hanalei River and Hanalei Bay on its northern and western (makai) sides, single-family residential uses to the south, and the Hanalei Canoe Club site to the east (mauka).

#### Park Update

The "existing" beach park is a fresh and newly-constructed iteration of the original park. Due to an unprecedented, catastrophic flood event in April 2018 triggered by a historic 50 inches of rain, large sections of the beach park, Weke Road and nearby homes were washed away in the floodwaters.

Improvements totaling upwards of \$6 million were constructed as part of the recovery effort: Weke Road was re-built; offshore sand deposits were dredged to return the sand to the beach; a new comfort station was constructed; a new concrete accessway to Weke Ramp was laid; parking areas and a new main driveway entrance with a drop-off area were added; and new fencing, safety gates and landscaping were installed. Trees and brush along the shoreline were removed to enhance panoramic ocean views; concrete piles and boulders buried in the sand were removed to restore the natural beach; and vehicular access to the beach was closed. An additional 3 acres of land were also added to the beach park acreage during this time, which allowed for a new public boat ramp and boat trailer parking area in the mauka section the park. Taking over a full year to rebuild, the park officially re-opened in July 2019.

Figure 3 presents an aerial view of the park from November 2019 (the park was open; bathroom construction was still in progress).



May 2021

Figure 3 - Aerial View of Beach Park, November 2019  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i



## Hanalei Bay

Hanalei Bay covers roughly 4.5 square miles, and is the largest bay on Kaua'i (Hanalei Watershed Hui 2012). Two fringing reefs flank either side of the bay, while the middle section of the bay is a sand bottom with a deep draft that can accommodate large ships (e.g. barges and cruise ships). Due to the orientation towards the northwest, large ocean swells from the North Pacific bring seasonal surf to the fringing reefs and shoreline breaks.

High surf (over 20 feet high) and strong currents are typical during the winter months (October to April), while the summer months (May to October) are relatively flat and calm. Resources in the bay are heavily used for fishing and ocean recreation, including both recreational and commercial activities such as surfing, canoe paddling, kayaking, snorkeling, diving and sailing.

Hanalei Bay is designated as the North Shore Kaua'i Ocean Recreation Management Area (ORMA) managed by the

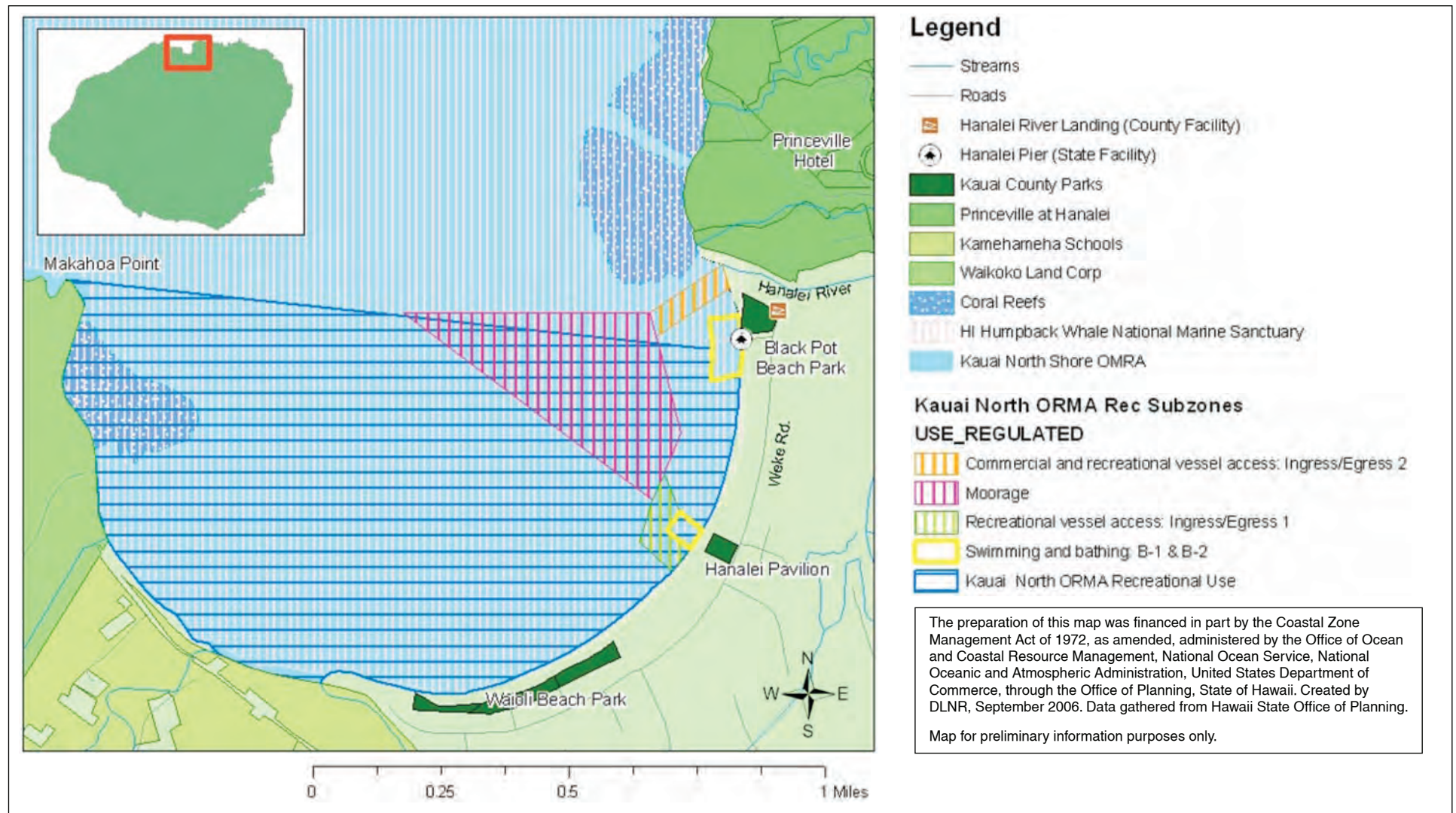
Department of Land and Natural Resources (DLNR), and activities are regulated to protect resources and minimize user conflicts. The bay is also part of the Hawaiian Islands Humpback Whale National Marine Sanctuary jointly managed by the National Oceanic and Atmospheric Administration Office of National Marine Sanctuaries and the DLNR.

Figure 4 shows the location of regulated ocean recreational activities. Off-shore sailboat mooring is seasonal from May to October in a designated area between Black Pot Beach Park and Hanalei Pavilion Beach Park ("Pavilions"). To anchor, sailboats are required to obtain a mooring permit from the DLNR Division of Boating and Ocean Recreation (DOBOR), and also follow rules that allow access to the shore via specified ingress/egress zones: one fronting Black Pot Beach Park and the other fronting Hanalei Pavilion Beach Park (Hawai'i Administrative Rules (HAR), Chapter 13-256-39).



Hanalei Bay is popular for sailboat mooring during the summer months.

# Hanalei Bay Recreation Area, Kaua'i, HI



Reprinted from *Report to the Hawaii Department of Land and Natural Resources: Recommended Strategies for Addressing Ocean Recreation User Conflicts* (Appendix 1. Hanalei Bay Island of Kauai Focus Site Report, Figure 1), prepared by CSV Consultants for the Hawaii Office of Planning, State of Hawaii, Department of Business, Economic Development and Tourism and the Department of Land and Natural Resources pursuant to National Oceanic and Atmospheric Administration Award No. NA05NOS4191060, 2007.



May 2021

## Hanalei Pier

The picturesque backdrop of Hanalei Bay sets Hanalei Pier apart as one of the best known piers throughout the state of Hawai'i. It is a prominent landmark showcased in tourism marketing materials and promotional images, as well as a featured backdrop in several popular movies.

Hanalei Pier is listed on both the State of Hawai'i and National Registers of Historic Places as an example of a typical finger pier that was constructed in Hawai'i (Hawai'i State Inventory of Historic Places Number 30-03-9382; National Register of Historic Places Number 79000757). Constructed in the 1880s to support the rice industry, Hanalei Pier was rebuilt in 1912, and later reconstructed with a longer reinforced concrete deck in the early 1920s when Princeville Ranch used the pier to ship cattle.

Since 1933 when commercial use of the pier was discontinued, the pier has been used primarily as a recreational asset for fishing, family gatherings, and enjoyment. In 2013, the Rotary Club of Hanalei Bay led a community effort to rebuild the shed and canopy at the end of the pier. The State DLNR DOBOR is responsible for maintenance and management of the pier.

## Hanalei River

The Hanalei River flows approximately 16 miles through the Hanalei watershed, from headwaters at Mount Wai'ale'ale through Hanalei Valley to its mouth north of Black Pot Beach Park where it empties into Hanalei Bay. With extremely heavy rainfall at the river's headwaters (roughly 380 inches of rain per year), the average daily discharge of the Hanalei River is 129 million gallons per day (Table 5.15,



Hanalei Pier from Black Pot Beach Park looking west.

State Department of Business, Economic Development and Tourism, 2019), making the Hanalei River the second largest waterway in the state based on water volume.

Mid-way through Hanalei Valley, the river runs through the Hanalei National Wildlife Refuge, a 900-acre refuge established in 1972 to protect endangered native Hawaiian water birds, including the ae'o (Hawaiian stilt), 'alae ke'oke'o (Hawaiian coot), 'alae 'ula (Hawaiian moorhen), and koloa maoli (Hawaiian duck). At the lower reaches, the river estuary serves as a breeding area and habitat for a number of fish, including 'ama'ama (mullet), āholehole (flagtail), and papio (giant trevally) and all five species of 'o'opu (the endemic Hawaiian goby fish). Honu (green sea turtle) and 'īlio-holo-i-ka-uaua (Hawaiian monk seal) are also known to utilize the river.



Sand spit where the Hanalei River mouth (visible on the right side of this photo) enters Hanalei Bay.

The Hanalei River was designated an American Heritage River in 1988. The American Heritage River Program is an initiative of the U.S. Environmental Protection Agency that provided Federal funding and technical assistance to develop locally-driven partnerships with governmental entities working towards natural resource and environmental protection, economic revitalization, and cultural and historic preservation. Nationwide, the Hanalei River is one of only 14 rivers selected for this unique designation.

### 3.2 Planning Area Boundaries

Black Pot Beach Park was officially dedicated as a county beach park in 1973 as a result of a six-year long campaign organized by residents who wanted to maintain the area as open space and keep it from condominium development (see Chapter 2 for history).

The original park consisted of the 2.5-acre beachfront property between the Hanalei Pier and the Hanalei River. Seeking to preserve the last remaining undeveloped beachfront parcel, the County acquired the 0.7-acre parcel between Weke Road and the pier access (Tax Map Key (TMK) parcel 5-5-001:011) in 2010 to expand the boundaries of the original park. Since then, the County has negotiated acquisition of a number of adjacent parcels.

With an additional 11.2 acres added to the original park since 2010, Black Pot Beach Park currently encompasses a total area of roughly 13.7 acres, including 9.4 acres of fastland and 4.3 acres of beach sand and accreted land.

As shown in Figure 5, the current boundaries of the beach park encompass 10 separate TMK parcels:

- the original 2.5 acres that were dedicated for public park use in 1973 (TMK parcel 5-5-001:004)
- the pier approach owned by the State, which the County has an easement on that allows for access to the beach (TMK parcel 5-5-001:008)
- the grassy parcel to the west of the pier approach acquired in 2010 (TMK parcel 5-5-001:011)
- the approach to Weke Ramp (no TMK parcel number)
- four parcels mauka of the Weke Ramp approach acquired by the County in 2014 (TMK parcels 5-5-001:049 and 5-5-001:033) and 2019 (TMK parcels 5-5-001:034 and 5-5-001:002)
- the 3-acre parcel of beach sand and accreted land given to the County via Executive Order (E.O.) for public park purposes (no TMK parcel number), and
- the 1.5-acre parcel of beach sand and accreted land along the river bank pending dedication via E.O.(no TMK parcel number).



View of shoreline parcel (TMK Parcel 5-5-001: 011) from Weke Road.

### **The Garden Island, July 16, 1973**

“A large group of local people joined the County officials in celebrating the [dedication of Black Pot Beach Park] which marked the re-opening of the popular recreation site next to Hanalei Pier. Formerly a gathering spot for many local people, it derived its name from the big, black cooking pot used by fishermen and picnickers who cooked and shared their fish and stew there. The ‘Private Property, No Trespassing’ sign that had been posted for the past seven years was removed at Wednesday’s ceremony also, ending the long-standing controversy over the use of the site.”

The TMK parcels, parcel acreage and ownership of each parcel is summarized in Table 1.

Table 1: TMK Parcel Descriptions

TMK Parcel	Size	Ownership	Year Acquired	Parcel Description
<b>Current County Ownership or Control</b>				
5-5-001:004	2.47 ac	County of Kaua'i	1973	Original park footprint
5-5-001:011	0.74 ac	County of Kaua'i	2010	Grassy parcel to the west of the pier approach accessible from the beach for day-use; used for special events and overflow parking
None	0.26 ac	County of Kaua'i	n/a	Approach to Weke Ramp
5-5-001:049	0.34 ac	County of Kaua'i	2014	Directly mauka of the Weke Ramp approach; used for parking
5-5-001:033	0.92 ac	County of Kaua'i	2014	Mauka of the Weke Ramp approach; used for parking, abandoned Hanalei Canoe Club clubhouse and bathroom buildings remain
5-5-001:034	1.37 ac	County of Kaua'i	2019	Mauka of the Weke Ramp approach; used for boat wash down, river access and open space
5-5-001:002	2.98 ac	County of Kaua'i	2019	Farthest mauka from the Weke Ramp approach; currently used for recreational boat launch, boat trailer parking and county storage
None	2.99 ac (±varies)	State of Hawai'i E.O. 4227	2008	Beach sand, accreted land; E.O. gives County control
<b>Future County Ownership</b>				
5-5-001:008 (por.)	0.36 ac	State of Hawai'i	-----	Pier approach; County easement allows beach access. Future County control via E.O.*
None	1.29 ac (±varies)	State of Hawai'i	-----	Riverfront accreted land; Future County control via E.O.
<b>Excluded from Planning Area</b>				
5-5-001:005	0.50 ac	Ohana Hanalei	-----	NāmoloKama Canoe Club site

\* State DLNR DOCARE officers are authorized to enforce all Federal, State and County laws within the boundaries of Black Pot Beach Pot because this parcel is controlled by the State. State DLNR will not have enforcement authority when this parcel is transferred to the County.



### 3.3 Existing Park Facilities

The County of Kaua'i Department of Parks and Recreation owns, manages and maintains 85 parks and recreational facilities across the island, including Black Pot Beach Park. The *Kaua'i Parks and Recreation Master Plan (2013)* provides long-range direction for the programming and development of all county parks and recreation facilities. Adopted by the County Council by resolution, the parks and recreation master plan prioritizes improvements and management decisions in support of a high-quality islandwide park system. In total, the County is responsible for roughly 793 acres islandwide (601 developed acres and 192 undeveloped acres), including 21 beach parks encompassing 133 acres (County of Kauai Department of Parks and Recreation, 2013).

In the Hanalei District, the County operates 12 parks and recreational facilities that comprise roughly 70 acres (46 developed and 24 undeveloped acres), of which five are classified as beach parks. The five beach parks—'Anini, Hā'ena, Black Pot, Hanalei Pavilion, and Wai'oli—account for nearly 34 acres, or approximately three-fourths (73%) of the developed park acreage in the Hanalei District.

Black Pot Beach Park recently underwent a major transformation to rebuild the park's facilities and restore access after a historic flood event in April 2018 washed away large sections of the beach park and destroyed Weke Road and nearby homes (see page 15 for PARK UPDATE inset). The reconstructed park has been open since July 2019, with new facilities and updated park rules that include new operating hours.

Park facilities are mostly concentrated around the main entrance at the end of Weke Road. In general, the beach park consists of passive recreational opportunities with limited facilities and amenities. Existing facilities include unpaved parking areas, open lawns and shaded areas with picnic tables and park benches for camping and picnicking, a small comfort station serviced by an individual wastewater septic tank system, an outdoor shower area, and two separate boat ramp launches. A food truck with a concessionaire permit to operate stages at the main entrance during permitted business hours.

#### Picnic and Camping Areas

The open lawns and beach pavilions make the park a popular place for picnics and camping. The open lawn areas are a valuable amenity to accommodate large capacity gatherings during special events. Shade pavilions are popular particularly on weekends and event days.



Small pavilions and picnic tables are scattered along the makai edge of the park.



The casual gatherings of long-time regulars are traditions of the park, and the picnic tables and shady areas among the canopies of the ironwood trees are habitual hangouts.

Black Pot is the only county camping site in Hanalei. The closest county camping sites are at Anahola, 'Anini and Hā'ena where camping is allowed six days per week (one-day closure for maintenance and cleaning). In comparison, camping is allowed at Black Pot by permit on Friday and Saturday nights only (open for camping from 12:00 noon on Fridays to 10:00 am on Sundays), with an extra night added for three-day holiday weekends.<sup>1</sup>

A maximum of 50 campers are permitted per night. Camping permits issued by DPR are free for Hawai'i residents with proof of residency, \$3 per adult per night for non-residents. Under the current permit system, DPR accepts requests for camping permits up to one year in advance. Since there is no limit on the number of campers allowed per permit, one person can reserve all 50 available spaces under a single permit.

Camping is popular among both visitors and residents. Local families are most prominent during long three-day weekends, and the Labor Day weekend (first Monday in September) is reportedly one of the busiest weekends for camping at Black Pot. During busy weekends, county park rangers have reported difficulty enforcing camping permits, as the number of people staying overnight at campsites often exceeds the 50-camper limit and places additional demands on park utilities and infrastructure. Campsites are not assigned to a permit, and are filled on a first-come, first-served basis. Furthermore, camping sites are not well

defined, and campers can overwhelm the park space. Campers seeking prime camping sites are known to set up near shade pavilions and the beachfront, and crowd into the park without designated pathways, which has led to conflicts with public use of the beach and access through the park.



Construction of new comfort station, February 2020.

### **Beach Access and Ocean Safety**

The Kaua'i Fire Department (KFD) provides ocean safety (i.e., lifeguard) services at county beach parks. There is no lifeguard station at Black Pot Beach, so lifeguards from Hanalei Pavilions Beach Park roughly 0.4 miles to the west respond to calls at Black Pot Beach as needed. Lifeguards at Hanalei Pavilions Beach Park use jet skis to patrol the coastline between Moloa'a and Nā Pali, and use all-terrain vehicles (ATVs) when responding to calls at Black Pot. The lifeguards usually launch jet skis from the beach fronting Hanalei Pavilions Beach Park, although they also launch from the Hanalei River or Kē'ē Beach when the surf is large.

---

<sup>1</sup> Camping at Black Pot and Hā'ena Beach Parks is currently closed pending completion of repairs for storm damage.

The width of the beach fluctuates with the seasons and surf conditions. The beach typically narrows during the winter when surf is high (and water can wash up into the park), and widens during summer when the ocean is calm.

### **Boat Launch Facilities**

Two boat ramps along the river provide access to the ocean. The Hanalei River Ramp in the mauka area of the park at the end of Wilikoki Road is the primary boat launch for fishermen and recreational craft. In addition to the single-lane, unpaved boat launch, there is a concrete-slab, double-lane boat washdown facility (with wastewater collection system) and grass-surface, unmarked parking that can accommodate upwards of 30 boat trailers with trucks. Posted hours of operation are from 5 am to 10 pm daily. A recent addition to the beach park, this boat ramp was formerly a privately-owned commercial boat baseyard.

Weke Ramp at the end of Weke Road is reserved for licensed, commercial operators with permits. It is also available for recreational boaters during overnight hours when the Hanalei River ramp is closed (from 10 pm to 5 am, permit required). Kayakers and stand-up paddlers are also observed using Weke Ramp to access the river.

Mud and silt that migrates along the river's banks have frequently contributed to difficult conditions for boats to launch at Weke Ramp and/or navigate the river mouth. Larger boats have in the past launched from the beach sand spit when the river mouth was too shallow to traverse (and access to this area was not previously controlled).

The closest public boat ramp to Hanalei is at 'Anini Beach, more than 4.5 miles northeast of Black Pot. The 'Anini Ramp has parking for 10 trailers; fishermen prefer launching from Hanalei during the winter because large surf creates treacherous conditions at the 'Anini channel.

### **Vehicle Parking**

Vehicle parking consists of two separate parking areas: the main gravel parking lot at the main entrance for roughly 50 cars (makai of Weke Ramp) and a secondary gravel/grassed parking area alongside Wilikoki Road for roughly 80 cars (mauka of Weke Ramp). A loading-unloading area to drop off beach gear and/or passengers is located next to the main entrance fronting the pier.

With the exception of a concrete sidewalk to access the comfort station and a pathway to the pier, there are no wheelchair-accessible paths within the park or other park facilities accessible per the American with Disabilities Act (ADA) requirements. A total of four handicapped parking stalls are provided near the pier.

The park is well utilized, particularly on weekends or for special events. Given the popularity of Black Pot Beach Park and the high level of park usage, overcrowding is common on the weekends and holidays, during which times the existing facilities have been insufficient to accommodate the number of park users. Conflicts between the different park interests and ocean users increase during busy periods. On the busiest of days, parking shortages can lead to cars parked illegally in open areas and spilling over onto nearby neighborhood streets, adding difficulty for emergency vehicles and trucks with boat trailers to maneuver through narrow right-of-ways.



Gated access at Weke Ramp for permitted commercial operators and also recreational users during overnight hours.



Hanalei River Ramp, open to the public from 5 am to 10 pm.



Access leading to Weke Ramp with parking on both sides, looking from the park's main driveway. NāmoloKama Canoe Club is on the right beyond the white rail fencing.



Boat wash pad at Hanalei River Ramp.

In the past, before the opening of the new park, beach-goers often chose to park on the beach between the pier and the river mouth to be as close to the water as possible. Since beach access was not restricted, driving and parking on the beach was a common practice. Especially during busy weekends, it was typical for two to three rows of cars to be parked on the beach up to the water's edge.



Main parking lot and comfort station makai of Weke Ramp.



Main entry and drop off area (see blue car) with Weke Road in the background.



Secondary gravel parking area mauka of Weke Road, looking makai. Wilikoki Road is to the left.



Secondary gravel parking area mauka of Weke Road, looking mauka. Wilikoki Road is to the right.

## Comfort Station, Showers and Other Structures

Within the beach park are several structures:

- (1) a new comfort station with an individual wastewater treatment system (septic tank and leachfields) makai of the main parking lot
- (2) a vacant wooden building with attached kitchen located in the central portion of the park (this building was formerly used by the Hanalei Canoe Club as a canoe hālau and snack shops)
- (3) a vacant wooden restroom building in the central portion of the park previously used by the canoe club; and
- (4) a long, covered shed at the mauka boundary of the park used for county equipment storage.

Both the vacant canoe hālau building and restroom were once served by utility connections, including electrical service, water, and wastewater collection. The long storage shed has access to electrical and water service.



Vacant building formerly used for a canoe hālau, looking towards the Hanalei River.



Former restroom used by former canoe hālau tenant.



Long shed at mauka edge of property. Boat washdown rack is visible in the foreground.

An outdoor shower station is available near the makai comfort station. The showers drain towards the ocean and collect runoff in a drainage swale that runs parallel to the pier access path. An abandoned shower is still visible next to the vacant canoe hālau building.

Prior to the improvements to rebuild the park, toilets were known to malfunction or overflow when the park was busy. In addition, facility maintenance and general park upkeep—trash pick-up, restroom cleaning, grounds keeping, and the general condition of park amenities—had fallen below the level of park usage and facilities appeared neglected and unkept. Community concerns about the condition of the beach park are detailed in Section 4.3.



Walkway leading to the pier and beach. Drainage swale that collects water from the showers is visible in the foreground.

Nāmolokama Canoe Club occupies a 0.5-acre privately-owned parcel sandwiched between Weke Ramp, the mauka parking area and the former Hanalei Canoe Club hālau building. The club currently holds a month-to-month lease to occupy their site (TMK parcel 5-5-001: 005). Although access to the canoe club site is through the beach park, the parcel is not included in the master plan.



Gated entrance to Nāmolokama Canoe Club, with the white tent of the canoe hālau in the background.

### Landscaping

The existing landscape is a typical mix of non-native plants, including Ironwood, Tropical Almond, Palms, Coconuts, and Hau trees. Native plant species are minimal, and there are no significant, historic, endangered, or protected plants in the existing park landscaping. An attractive Royal Poinciana tree in the main open lawn area acts as a focal point. Coconut trees are an attractive signature plant along a stretch of the beach, although coconuts are a high maintenance plant that need to be trimmed at least twice per year.

Ironwood trees are a dominant feature on the makai edge bordering the river bank providing shade and shelter for picnickers and campers, and defining spaces where park “regulars” typically gather. Ironwood trees have brittle branches that can be hazardous in high winds and storm conditions, and have root systems that can harden beaches in a similar way that sea walls do. Also, high surf can undermine mature ironwood trees, causing their root systems to fail and rip out portions of the beach to accelerate erosion.



A row of coconuts trees defines the shoreline.

### Park Operating Hours

The makai park between the park entrance and Weke Ramp is accessible 24 hours a day, seven days a week including holidays. The mauka park (mauka of Weke Road) is for “day use only” with designated hours of operation open between 5am and 10pm daily.

Overnight activities (between 10pm and 5am) and commercial boating activities are specifically prohibited within the mauka section of the park as a condition of the property deed. Because the Hanalei River Ramp is located within the mauka park that closes during overnight hours, recreational boaters are allowed to launch from Weke Ramp during these hours with an approved use permit.

### 3.4 Community Profile

The State judicial boundaries for the Hanalei District include the communities of Hā’ena, Wainiha, Hanalei, ‘Anini, Kalihiwai, Kīlauea and Princeville. This geographic district, bounded by Moloa’a Bay in the east and Puanaiea Point along the Nā Pali Coast in the west, has historically had the smallest population of the five districts on Kaua’i.

Hanalei is characteristically a small, rural community where Native Hawaiian cultural values intertwine seamlessly with the influences of farming and modern-day surfing culture. Residents “value the rural, isolated character of the north shore and its inherent natural beauty, and the strong sense of community” (County of Kaua’i 2017, p. 2-46).

Outdoor activities for both subsistence and recreation are important to residents’ way of life, and many residents make outdoor activities daily priorities. For the most part, environmental protection, the preservation of natural and cultural resources, and maintaining their rural lifestyle and traditional practices are highly valued.

While tourism is the major economic driver in Hanalei, agriculture is equally important for economic, cultural, and open space purposes. Large-scale development that characterizes the neighboring resort community of Princeville has not reached Hanalei, largely because the one-lane Hanalei Bridge limits access into Hanalei.

Even though Hanalei town has maintained its rural, small-town charm, long-time residents have seen a steady surge in tourists visiting the North Shore. Together with an increase in the number of new residents to the area, the influx of visitors strains local infrastructure and public services, overburdens natural resources, increases traffic congestion, and drastically affects the small-town, rural character that attracts people to Hanalei.

### **Population and Housing**

Table 2 lists the resident population, housing information and household characteristics for the North Shore District in comparison to the island as a whole from the year 1990 projected through 2030. Per the *Kaua'i General Plan (2018)* projections for future population indicate that the North Shore region will continue to grow steadily, increasing from 5,913 residents in 1990 (11.4% of the islandwide population) to 8,686 (projected) in 2030 (10.4% of the islandwide population). Projections for 2030 estimate that the resident population of the North Shore District from 1990 to 2030 will increase by roughly 47%, in comparison to the islandwide population which is projected to increase by 61%.

Between 1990 and 2030, the number of housing units in the district is projected to grow by roughly 1,300 units, increasing from 3,470 units in 1990 to 5,235 units (projected) in 2030. Overall, projections estimate that the North Shore District will account for 14% of the islandwide housing inventory in 2030, which is almost 6% less than the district's islandwide share of housing in 1990 (19.7%). When compared to the islandwide growth in resident population from 1990 projected out to 2030, the number of housing units in the Hanalei District as a percentage of the island's total inventory (14% in 2030) will slightly exceed the district's share of islandwide population (10.4% in 2030).

### **Visitor Units**

The visitor industry is a major component of Kaua'i's economy, accounting for about 33% of the county's total economic output and generating more than 25% of the jobs on Kaua'i (County of Kaua'i Department of Planning 2014). Over the past decade, the island has hosted an average of over 1.1 million visitors per year, with an average length of stay of about seven days per visitor.

In 2019, 1,370,029 visitors traveled to Kaua'i, resulting in 27,695 visitors on any given day compared to the resident population of 72,293. Total visitor spending in 2019 was \$1.91 billion. On average, visitors stayed seven days and spent \$189 per person per day. Half of the visitors stayed in hotels while condominiums, timeshare resorts and vacation rentals were also used. The majority of visitors were from the U.S., followed by Canada and Australia (Hawai'i Tourism Authority 2021).

Table 3 presents visitor counts and the number of visitor accommodation units in the North Shore District as compared to the island as a whole from the year 2000 with projections to 2030. During the 10 years between 2000 and 2010, the number of visitor units in the North Shore District increased by approximately 38%, from 1,571 units in 2000 to 2,167 units in 2010. Projections for 2030 estimate an additional 500 units for the North Shore, accounting for roughly 24% of the islandwide distribution of visitor units to be the second largest district based on number of visitor units (see Figure 6).



Table 2: North Shore Profile

	North Shore District		Kaua'i Island	
Resident Population	Number of residents	Change	Number of residents	Change
1990	5,913		51,676	
2000	6,605	+692 (11.7%)	58,463	+6,787 (13.1%)
2010	8,002	+1,397 (21.2%)	67,091	+8,628 (14.8%)
2020 (projected)	<b>8,286</b>	+284 (3.6%)	<b>74,693</b>	+7,602 (11.3%)
2030 (projected)	8,686	+400 (4.8%)	83,328	+8,635 (11.6%)
1990-2030 Change		+2,773 (46.9%)		+31,652 (61.3%)
Housing Units	Number of Units	Change	Number of Units	Change
1990	3,470		17,613	
2000	3,896	+426 (12.3%)	25,331	+7,718 (43.8%)
2010	5,066	+1,170 (30.0%)	29,793	+4,462 (17.6%)
2020 (projected)	5,167	+101 (2.0%)	33,553	+3,760 (12.6%)
2030 (projected)	5,235	+68 (1.3%)	37,519	+3,966 (11.8%)
1990-2030 Change		+1,765 (50.9%)		+19,906 (113.0%)
Households	Number		Number	
2020 Households (projected)	2,998		25,902	
2020 Household Size (projected)	2.78		2.88	

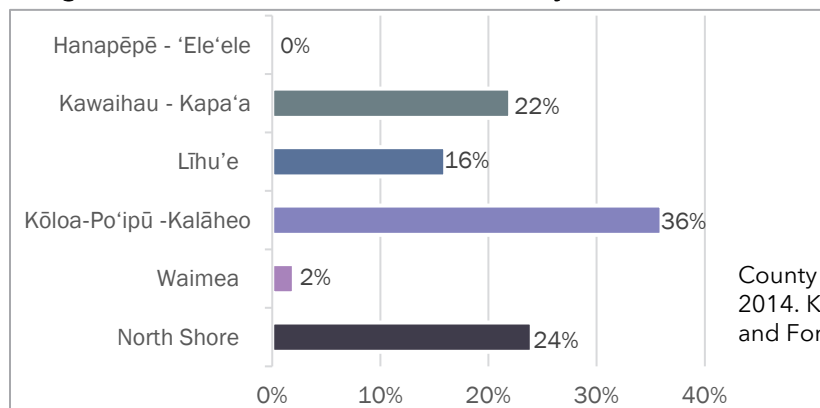
County of Kaua'i Department of Planning and Permitting. 2014. Kaua'i General Plan Update: Socioeconomic Analysis and Forecasts. Prepared by SMS Consultants

Table 3: Hanalei Visitor Counts

Average Visitors Census	North Shore District		Kaua'i Island	
	Daily Visitors	Change	Daily Visitors	Change
2000	3,959		18,041	
2010	4,533	+574 (14.5%)	19,548	+1,507 (8.4%)
2020 (projected)	5,884	+1,351 (29.8%)	24,069	+4,521 (23.1%)
2030 (projected)	6,158	+274 (4.7%)	25,738	+1,669 (6.9%)
2000-2030 Change		+2,199 (55.5%)		+7,697 (42.7%)
Visitor Accommodations	Units	Change	Units	Change
2000	1,571		7,159	
2010	2,167	+596 (37.9%)	9,345	+2,186 (30.5%)
2020 (projected)	2,568	+401 (18.5%)	10,325	+980 (10.5%)
2030 (projected)	2,678	+110 (4.3%)	11,230	+905 (8.8%)
2000-2030 Change		+1,107 (70.5%)		+4,071 (56.9%)

County of Kaua'i Department of Planning and Permitting. 2014. Kaua'i General Plan Update: Socioeconomic Analysis and Forecasts. Prepared by SMS Consultants.

Figure 6: Visitor Unit Distribution by District, 2030 Forecast



County of Kaua'i Department of Planning and Permitting. 2014. Kaua'i General Plan Update: Socioeconomic Analysis and Forecasts. Prepared by SMS Consultants

### 3.5 Applicable Land Use Policies and Regulations

This section summarizes the current State and county land use planning framework, including the State land use classification, county zoning, special management area, and flood hazard and tsunami evacuation zones. These land use designations and regulations determine the location, form and intensity of development allowed in specific areas. Proposed master plan improvements may require additional agency review or permitting approvals to ensure compliance with applicable land use regulations.

#### State Land Use

Black Pot Beach Park is located in both the State Urban and State Agricultural Land Use District (see Figure 7). A segment of the Hanalei River is included in the State Conservation District *Resource* Subzone. While the uses proposed for the beach park are consistent with the Urban and Agricultural District designations, uses and improvements proposed for the State Conservation District may require additional authorization or permitting through the State DLNR Office of Conservation and Coastal Lands.

#### County of Kaua'i General Plan

The *County of Kaua'i General Plan* was adopted by the County Council in 2018 following an extensive community outreach program. The General Plan establishes island-wide priorities for managing growth, land use and development, and capital improvements over a 20-year planning timeframe through written policy statements and a series of resource maps.

The General Plan recognizes the County park system as “an invaluable public asset - essential to both Kaua'i's economy and sense of community” (2018). As described in the General Plan, the overall objective for parks is: “To provide a

variety of quality and accessible parks and recreational facilities.” Actions supporting the objective include maintaining the existing park system, supporting communities through a range of parks, improving park accessibility for greater equity, and facing the challenges of beach park management.”

The North Shore Land Use Map classifies the beach park area makai of Weke Road as “PARK AND RECREATION” and the beach park area mauka of Weke Road is classified as “NATURAL.” The Park designation describes major active public and private parks, and includes state parks, regional and district parks, stadiums, linear parks, and beach parks. Areas designated as Natural have either limited development capacity or are not suitable for development due to topography, hazards vulnerability, sensitive resources, or other constraints. The Natural designation includes all State Land Use Conservation District lands and some County Open Zoning District lands.

#### North Shore Development Plan

The *North Shore Development Plan* was originally adopted in 1972, and subsequently updated in 1980 to add the town of Kīlauea and incorporate pertinent revisions.

Recommendations from the 1972 Development Plan for Black Pot Beach Park describe county acquisition of eight acres for public park space, with day use makai of Weke Road, camping permitted mauka of Weke Road, and an active boating center (docks, storage, repair shop). A new street from Kuhio Highway to the beach road was recommended to enable traffic to flow around the town (County of Kaua'i 1972). Additional recommendations from the 1980 Plan Update that were specific to the beach park called for changing the designation of the land near Hanalei from Agricultural to Open, and funding for beach park improvements (County of Kaua'i 1980).

## **County of Kaua'i Comprehensive Zoning Ordinance**

The Comprehensive Zoning Ordinance (CZO) sets forth the county's regulations for development and building based on the establishment of six major use districts and two special districts that each have clearly-defined permitted uses and development standards (Kaua'i County Code Title IV, Chapter 8, Articles 1-18). The County Planning Department is currently updating the CZO, and has completed the first phase of a two-part project to review and revise the CZO (Ordinance No. 935, December 3, 2012).

The planning area is zoned in the Open District (see Figure 7). Outdoor recreation is a permitted use in the Open Districts.

## **County of Kaua'i Shoreline Setback and Coastal Protection Ordinance**

Article 27 of Chapter 8, Kaua'i County Code establishes shoreline setback requirements and development regulations for all lands abutting the shoreline or within 500 feet of the shoreline (Ordinance No. 1088, February 4, 2021). In addition to specifications for calculating the shoreline setback line (i.e., the distance from the shoreline between which structures and coastal alterations are regulated), this Ordinance identifies prohibited and permitted structures and activities within the setback area, and establishes procedures for County permitting review and approval for all development within the shoreline area. Among the permitted structures allowed in the shoreline setback area—with County review and approval—are “minor structures” costing less than \$125,000 such as picnic tables, barbeques, movable lifeguard stands, public park facilities (excluding restrooms, wastewater systems and shoreline armoring structures) and access walkways. Restrooms, wastewater systems, and shoreline armoring structures serving public

parks are subject to a determination and would necessitate a shoreline certification from the State DLNR.

A 100-foot shoreline setback line is assumed for the planning area (see Figure 8). Development of structures within the 100-foot shoreline setback area will be subject to shoreline setback determination by the County.

## **Special Management Area**

The objectives and policies of the Hawai'i Coastal Zone Management (CZM) Program are described in Chapter 205A-2, Hawai'i Revised Statutes (HRS), Part I. All lands in the state and the area extending seaward from the shoreline are classified as valuable coastal resources within the State's CZM area to be protected and used responsibly. In accordance with Chapter 205A, HRS, each county has delineated a Special Management Area (SMA) to “provide for the effective management, beneficial use and development of the coastal zone.” To further ensure adequate access to recreation areas and minimize impacts to water resources, and scenic and recreational amenities, each county has also adopted rules and permitting processes to regulate land uses and activities occurring within the SMA boundary.

The County Planning Department is responsible for administering the SMA rules (County of Kaua'i Special Management Area Rules and Regulations October 2011). The entire planning area is within the SMA boundary (see Figure 8). Proposed development within the SMA is subject to a SMA Use Permit from the County Planning Commission.

## **Flood Hazard**

The Hanalei River and Hanalei Bay are known to experience periodic stream flooding, inundation from large waves, and tsunami events. The most recent flood event of April 2018

brought significant damage to many areas of the North Shore, including sections of the beach park, Weke Road and nearby homes.

All of the low-lying plains across the Hanalei Valley including Black Pot Beach Park are located within the tsunami evacuation zone (County of Kaua'i Tsunami Evacuation Zone Map No. 7 Princeville to Waikoko Bay 2016). During a tsunami warning, all areas within the tsunami evacuation zone are to be evacuated.

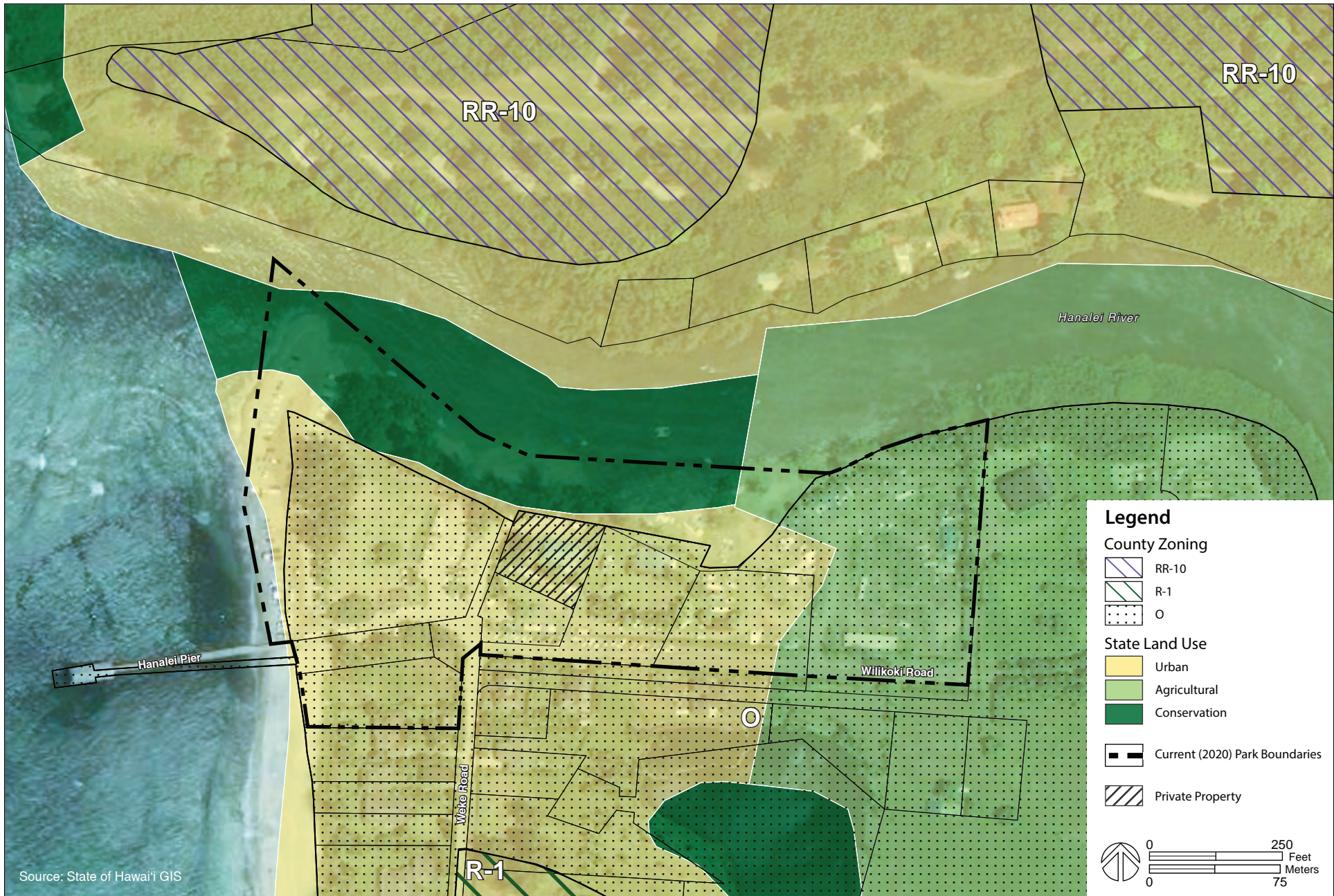
Flood zones are defined by the Federal Emergency Management Agency (FEMA) according to the level of flood risk, ranging from areas of low, moderate, or high flood risk. The flood insurance rate maps (FIRMs) show flood zones—in particular special hazard areas and zones prone to severe flooding—around the island. Figure 9 shows the FIRM for the beach park: FIRM Number 1500020055E (September 16, 2005) includes a special flood hazard area Zone VE and a floodway area in Zone AE (Zone AEF)<sup>2</sup>. Minimum design and land use standards intended to reduce property damage from flooding apply to development proposed in both of these flood zones rules (Kaua'i County Code Section 15-1.5 Floodplain Management Construction and Development Standards).

- Zone VE is a coastal flood zone with velocity hazard (wave action). The base flood elevation (BFE)<sup>3</sup> associated with Zone VE in this area varies between 12 and 13 feet, depending on location.
- Zone AEF is the area that corresponds to the 100-year floodplain. There is no BFE for the floodway in this area.

---

2 The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood (100-year flood), also known as the base flood which is the flood that has a 1% chance of being equaled or exceeded in any given year. The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

3 The BFE is the water-surface elevation of the 1% annual chance flood; the regulatory floodproofing requirement for a structure's elevation in a specific flood hazard area. The National Flood Insurance Program requires that the lowest horizontal component of a structure be equal to or higher than the corresponding BFE.



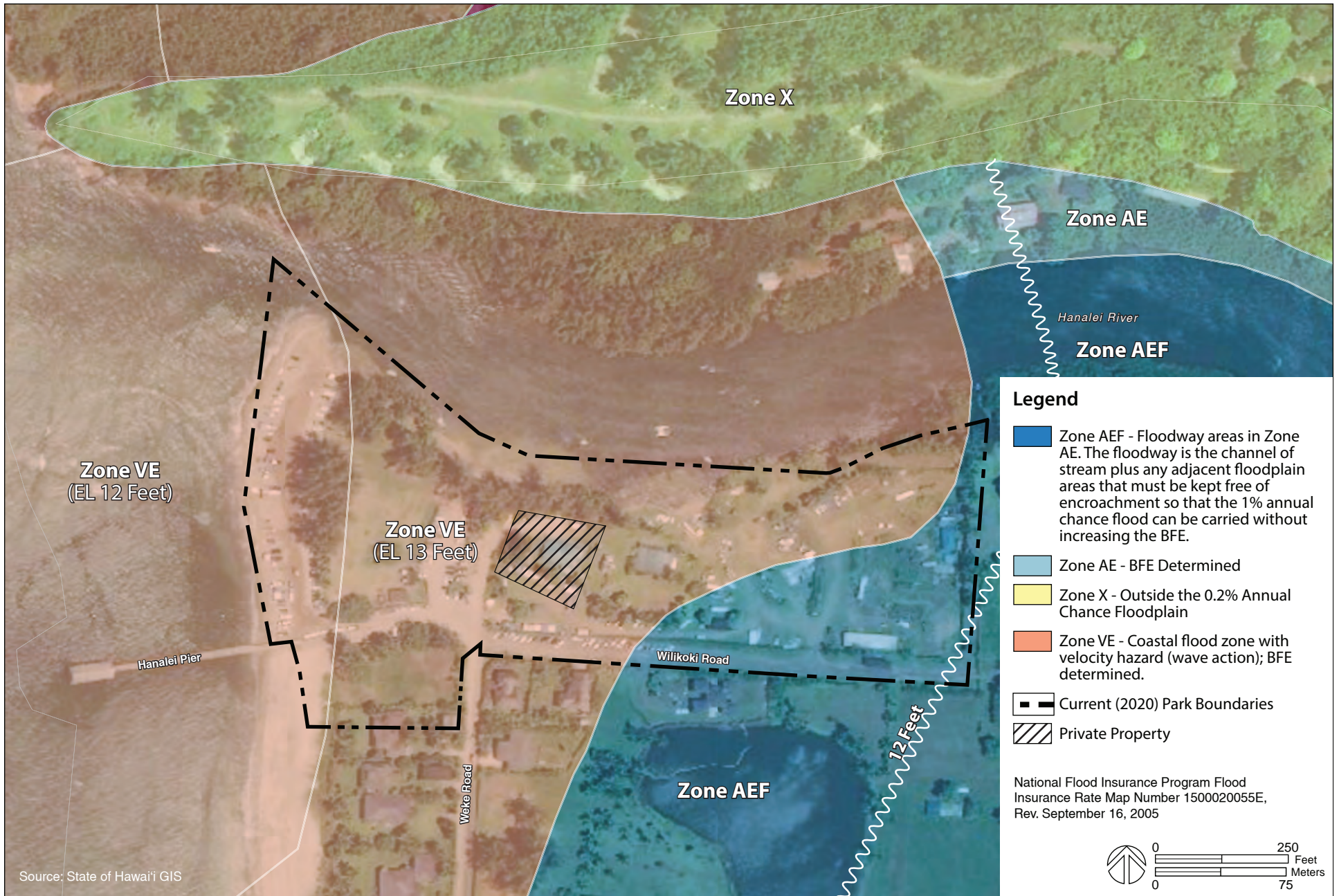
May 2021

Figure 7 - State Land Use Districts and County Zoning  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i



May 2021

Figure 8 - Special Management Area and Shoreline Setback Line  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i



May 2021

Figure 9 - Flood Insurance Rate Map  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i



## 4. INVOLVEMENT IN THE PLANNING PROCESS

### 4.1 The Planning Process

Figure 10 presents the overall planning process and the community participation program that was used to develop this master plan. The community planning process consisted of five distinct phases, with each phase structured to include opportunities for public involvement as planning concepts were refined into a single preferred master plan. A number of strategies were used to engage community members and receive public input during the course of the planning process, including four community meetings, two rounds of focus group discussions, a series of consultations with a community advisory committee (CAC), and briefings to the County Council. A project website, FACEBOOK page, and project email address were also established to share information and make it easy to contact the planning team and give input.

The process spanned two distinct time periods that were separated by an 18-month delay for recovery efforts to focus on repairing and rebuilding structures damaged by catastrophic flooding in April 2018. The delay allowed for an expanded master plan which incorporated the addition of two adjacent mauka parcels into the planning area. The first period spanned from April 2015 when the initial site visit was held through April 2018 when the catastrophic flooding destroyed portions of Black Pot Beach Park and other areas along the North Shore. Following the emergency repairs, the second period was reconvened in November 2019 after the park was re-opened for several months, running through 2020 when this final report was completed.

The phases of the planning process are summarized as follows. Meeting summaries and meeting materials referenced in this section are attached in the appendices.

#### **Phase 1. Meet and Educate the Planners**

This first phase set the foundation for the planning process, and focused on understanding existing conditions and identifying priority issues and concerns. Primary tasks in this phase included conducting background research and personal interviews, convening a Community Advisory Committee (CAC), publicizing the project, and engaging community members. Community participation strategies in this phase consisted of: a site visit and personal interviews held in April 2015; selection of CAC members through an open application process followed by formation of the CAC (June 2015 meeting); focus group discussions (August 2015); and a community meeting (November 2015).



Community Advisory Committee (CAC) Meeting

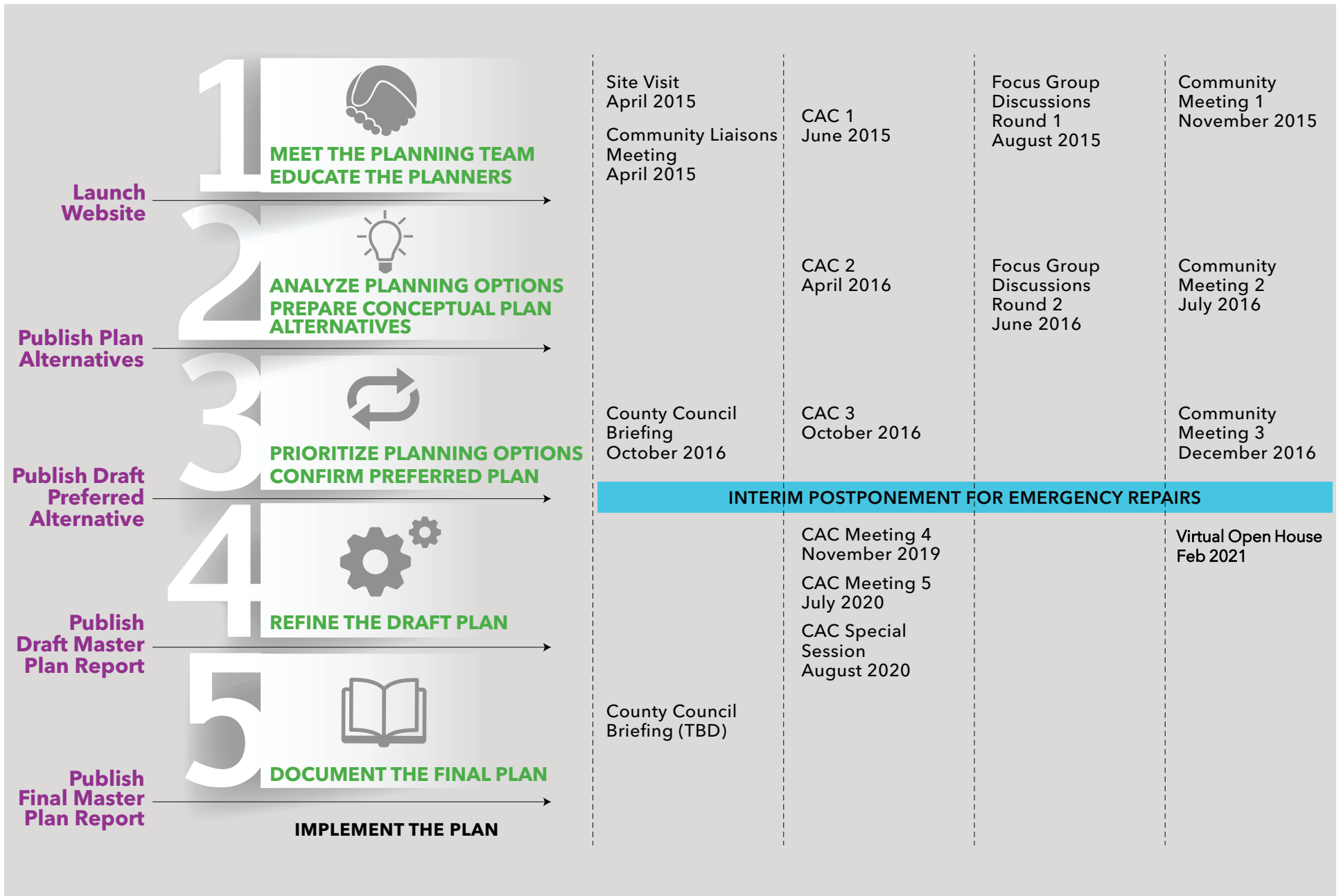


Figure 10 - Planning Process  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i

## **Phase 2. Analyze Planning Options | Prepare Conceptual Plan Alternatives**

This second phase focused on analyzing three planning alternatives to ultimately select the planning elements that support the preferred alternative. Community participation forums in this phase consisted of: a second CAC meeting (April 2016); a second round of focus group discussions (June 2016); and a second community meeting (July 2016). Three planning alternatives were discussed at the focus group meetings and the second community meeting, and also posted on the project website with a 30-day comment period for individuals to review and give feedback on the alternatives.

## **Phase 3. Prioritize Planning Options | Confirm the Preferred Plan**

The third phase involved developing a preferred plan based on the public input received during the previous phase. The preferred conceptual master plan was presented and reviewed at the third CAC meeting in October 2016, then presented at the third community meeting in December 2016. Comments received on the preferred plan during this phase were incorporated to prepare a draft master plan and written report, which was being readied for publication and distribution for community review when historic flooding shuttered Hanalei and neighboring North Shore communities in April 2018.

## **Interim Postponement for Park Repairs**

Given the magnitude of the flood damage and the community's unified focus on rebuilding, the planning process was placed on hold while emergency repairs were completed. At Black Pot Beach Park, much of the original park—including Weke Road, the main entrance and parking

surfaces, bathroom, beach near the pier, and Nāmolokama Canoe Club's site—was caught in the flood waters and washed away. When restoring the park, the County took the initiative to rebuild the park facilities following the design concepts of the 2016 preferred master plan: the driveway at the main entrance was reconfigured and an adjacent loading area was added; the new restroom was sited to open up views to the pier; parking areas were expanded; concrete pilings under the hardened beach were removed to restore the natural beach and vehicular access to the beach was blocked; and landscaping was aligned with the recommendations of the preferred plan. In addition, the County acquired several acres that opened up access to a second boat ramp and trailer parking area. The practice of parking on the beach was also discontinued.

The planning process was reconvened several months after the July 2019 re-opening of the beach park, which gave park users some time to become acquainted with the new park.

## **Phase 4. Refine Draft Plan | Publish Draft Report**

The new configuration of the rebuilt park and the larger park footprint necessitated that the conceptual master plan be examined and updated for currency. The CAC was reconvened for three meetings (November 2019, July 2020 and August 2020) to discuss the park improvements, give input on revised conceptual plan alternatives, and develop an updated preferred plan.

During this phase, the draft master plan report was published for community review and comment (February to March 2021). A virtual (on-line) open house that simulated a 3-D meeting room was hosted on the project website to coincide with the 30-day comment period. The virtual open house, structured to share information about the plan with a portal to submit written comments, was convened in place of

in-person meetings due to COVID-19 restrictions on public gatherings during this time.

### **Phase 5. Document the Final Plan**

Comments received on the draft master plan report were incorporated to prepare the Final Plan, Publication of the Final Plan was followed by a briefing to the County Council.

### **Implementation**

With the planning process complete, plan implementation will be the final step to make the master plan a reality. The master plan only provides the framework for future efforts to carry out the plan elements and build out the proposed improvements; implementation is a separate activity independent of the planning process. Strong political, organizational and financial support – together with sustained public interest that draws attention to the master plan – will be important to advance implementation of the Plan’s recommendations.

## **4.2 Community Participation Strategies**

This section provides background about the different participation strategies that were used to engage community members and gather public input during the planning process.

### **Community Advisory Committee**

The purpose of the CAC was to bridge communication between the County and the larger community. In this capacity, the CAC gave input on the broader issues concerning the park, provided feedback on potential ideas and planning options prior to public discussions, and assisted with interpreting comments received during larger community meetings. CAC members were also instrumental

in helping to promote community involvement in the project and to share project information with their networks/affiliates.

The County Department of Parks and Recreation was responsible for organizing the CAC and selecting members. During the open application process conducted during April 2015, a total of 28 applications were received. Nineteen residents were selected to serve on the CAC because of their connections to the beach park, and their association to represent at least one of the community interests and groups that use the park. User groups represented on the CAC include:

- local canoe clubs
- non-motorized practitioners or recreational users (e.g., picnickers, surfers)
- fishermen and/or marine vehicle owners
- nearby/impacted commercial users
- nearby neighbors or landowners
- Hanalei-based non-profit organizations or cultural groups
- visitor industry
- youth
- business community at-large, and
- community at-large, non regional users.

While the CAC members represented different perspectives, they were able to come together because of their shared commitment to Black Pot Beach Park and the Hanalei community. Making sure the park was a resource for their grandchildren and future generations was a common element expressed by many of the CAC members. CAC meeting summaries and relevant meeting materials are presented in Appendix B.

## Focus Group Discussions

The focus group discussions were structured as small group meetings to learn about residents' opinions regarding the current park and to get input on suggestions for future park improvements. Two different focus group sessions were held at different stages of the planning process, with each focus group session consisting of three separate meetings. The three meetings in each session were facilitated in the same way, with the same content and activities for all three meetings. An attempt was made for participants to represent a cross-section of interests/user groups so that the different viewpoints could be heard.

Focus group participants were invited based on nominations from CAC members, other focus group participants, community contacts, and County staff. In seeking nominations, criteria for nominees included familiarity with the park, an ability to respectfully share opinions, and willingness to actively participate in the meeting.

The first focus group discussion session was convened during the first phase of the project to gather ideas and perspectives about the priority issues, activities and facilities desired for the park, and the second focus group discussion session was convened during the second phase of the project to discuss preliminary plan alternatives. A total of 33 individuals participated in the first session, and a total of 19 individuals participated in the second session (over 50 nominees were contacted and invited to participate in both sessions). Focus group meeting summaries and relevant meeting materials are presented in Appendix C.



Break-out discussions during the focus group meetings.

## Community Meetings

The community meetings, which were open to everyone, were opportunities for members of the general public to contribute to the planning process. A total of three public meetings were held during the course of the project: the first was held in November 2015 to introduce the project and gather input about the priority issues and concerns; the second was held in July 2016 to present and receive input on two proposed alternatives; and the third was held in December 2016 to review and receive comment on the draft preferred plan. A virtual open house platform on the project website was used to solicit comments on the draft master plan in February-March 2021 when COVID-19 health guidelines restricted public gatherings.

A variety of outreach approaches to solicit comments were incorporated into the community meeting formats, including open house stations, a hands-on group activity, open microphone sessions, written comment forms, and a written questionnaire (which was also posted on the project website as an electronic form). Meeting summaries and relevant meeting materials are presented in Appendix D.

## Website and On-Line Presence

A project website [www.blackpotplan.com](http://www.blackpotplan.com) was created and maintained during the active phases of the project. The website served to efficiently share information and updates about the project, post meeting announcements/materials and background resource documents, and provide a direct portal for individuals to send in comments and questions.

A dedicated email address was used for communications, such as sending meeting announcements and updates and receiving comments [planblackpotbeachpark@hhf.com](mailto:planblackpotbeachpark@hhf.com). A Facebook page was also used to draw upon a larger, direct on-line presence [www.facebook.com/blackpotplan](http://www.facebook.com/blackpotplan).



Photos from the first community meeting.

### 4.3 Community Concerns and Aspirations

Concerns, preferences, and future aspirations for Black Pot Beach Park were compiled through community consultations that were conducted during the initial phases of the planning process. Understanding the existing conditions and physical constraints for planning, and ensuring that the master plan addressed the community's greatest concerns were the primary focus of this effort.

The major themes for the future use of the park and the desired improvements are based on the collective input gathered during the community participation program, which was mostly conducted during the 2015-2017 timeframe when the old park was still in use (Individual interviews, agency meetings, CAC and focus group meetings, community meetings, and written comments are presented in Appendices B, C, and D).

Following are the key findings from the community consultations that were deemed the primary considerations for planning. *[NOTE: This section describes conditions before the park was rebuilt (prior to April 2018). Some of the descriptions in this section may no longer be current since newly-constructed facilities have provided some relief. Also, some descriptions related to the visitor industry and large gatherings may not accurately represent the current (2021) situation since travel restrictions and social distancing guidelines in response to COVID-19 are in effect. Nonetheless, this discussion is valuable because it provides an accurate account of the community's input to the planning process and establishes a record for future decision-makers.]*

- Both the park and the beach can feel overcrowded and overused, with increased visitor traffic and usage overwhelming local users.

- There is an expressed desire to retain the character, beauty and local charm of Black Pot, and reduce the number of commercial activities and special events. Current park activities—such as camping, picnicking and the existing canoe club—are considered essential uses to the park's character and charm.
- Park facilities and grounds (e.g. bathroom, showers, trash areas) are not well maintained, and cannot accommodate the growing demand.
- Monitoring of activities and stronger enforcement to ensure the safety of park users is needed.
- The demand for parking outweighs the amount of available parking spaces. The convenience of parking on the beach close to the water is also highly coveted.
- Black Pot has traditionally been used as a place to access the ocean for fishing, surfing, and boating. A working boat ramp and adequate boat trailer parking is a priority to support local fishermen.
- Natural hazards, including the effects of sea level rise, should be a consideration for future planning.

## EXCERPTS FROM FOCUS GROUP MEETING 1 (August 14, 2015)



### *FOCUS GROUP 1*

*Love Hanalei, want to see it flourish for future generations. Goal is to keep Hanalei Hanalei as long as possible*

*Want kids to be able to enjoy what we had*

*Want to see the best use of the space for everybody to enjoy*

*Park needs to be for people who live here; it is degraded to where it is too embarrassing to bring visitors*

*Care about Hanalei, want to perpetuate it for the next generation*

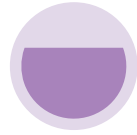
*Remember when kupuna could be found at Black Pot, now don't recognize the people there. Parking is the biggest issue*

*I use the park daily. It is too big nowadays*

*Overcrowded, too much regulation, is pilau now*

*Park is jampacked. It's the most beautiful place in world, want to keep access for kayak*

*Concern about commercial impact on residents*



### *FOCUS GROUP 2*

*Lives here with 2 sons and wants park that they can enjoy*

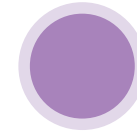
*Has seen changes in 46 years living in Hanalei; want to keep it as best as we can for as long as we can*

*Lived in Hanalei since 1956; wants to see good planning that makes park more functional for all*

*Tradition for Hawaiian families to fish. Also important place for recreation (kids paddling); needs to continue. Generations of rice farmers, not pleased with changes. Fishermen are in the back behind the tourists and surfers*

*Came to Kaua'i in '58, remembers when it wasn't a park. Conflict between fishermen and commercial uses. Want to make the best use of the place, recognize traditional and cultural practices which are more important than recreation*

*Fishermen have priority. If river mouth were dredged, boats could have access. Possible to have both fishing and commercial; want to see space for all uses*



### *FOCUS GROUP 3*

*Lived in Hanalei for 40+ years, been going to the park for as long. Continues to BBQ and invite the community to pā'ina just like in the old days; trying to keep tradition alive. Sad to see park deteriorating, young people are different and don't take care or respect anymore*

*Many changes in short time. Driving to Black Pot is a different experience than riding a bike or walking there*

*Enjoys beautiful sunsets. Site is ideal for a canoe club. Extreme changes in the past 3-4 years; the place calls for planning*

*Loves to fish off the pier, appreciates beautiful views; serves as a reminder of childhood days. Need to keep area clean (trash on pier, lifesaving tubes constantly ripped off). Shift some activities away from the park to be kind to the area*

*Childhood memories of camping at Pavilions and staying in plantation homes at Pine Trees. Too much change and overuse—park calls for management. Fishing and crabbing are not the same anymore*



### Address the Sense of Overcrowding and Overuse

Increased interest in Black Pot Beach Park over the years has resulted in a sense of overcrowding and overuse, with traffic and congestion in the park and along Weke Road, cars parked randomly and blocking driveways because of the lack of parking, overflowing toilets and porta-potties unable to keep up with the demand, and showers and trash areas not maintained properly.



Parked cars lining both sides of Weke Road on the busiest of days.

During busy times—such as holiday weekends when camping and picnicking are most popular, days when special events are held at the park, and peak visitor periods—both the park and the beach can feel overcrowded and overused because of the large number of people using the park facilities. In addition to local families who come to picnic and spend the day at the beach, the busiest days include surfers and paddlers, campers and their campsites set up near the beachfront, fishermen who launch fishing boats and park trucks/trailers next to the river mouth, visitors seeking a North Shore experience, and commercial tour operators that

bring visitors to the park for recreational activities or sightseeing. During such times, the multitude of park users competing for space and using the facilities (e.g., bathrooms, showers, parking) unintentionally diminishes the overall park experience and leaves a negative impression of the park: the expectation of a relaxing, rejuvenating day at Hanalei Bay is instead a chaotic beach mob more like the experience found at Poipū Beach or popular O’ahu beaches.

Given the recent growth in Kaua’i’s visitor industry and the popularity of Hanalei/Princeville as a visitor destination, more and more visitors are finding Black Pot Beach Park and other North Shore beaches. Combined with the islandwide resident population that also enjoys Black Pot, the addition of visitors is a concern for Hanalei residents who fear that the park will be overwhelmed with visitors and will no longer be a community gathering place for local area residents, similar to the scenario at Kē’ē Beach and Hā’ena Beach State Parks where the number of visitors regularly exceeds park capacity.



Beach-goers enjoy scenic views and gentle waters at Black Pot.

Throughout the planning process, residents have vocalized concerns that overcrowding and overuse is not a phenomenon, and expressed a desire for a comprehensive regional approach to managing Hanalei’s recreational resources. In particular, there is a desire to prepare a regional plan for all the county beach parks because beach access, parking and circulation are shared issues that affect Weke Road. There is also recognition that each park has its own spillover effects that impact the entire region.

### No longer a quiet, peaceful place

*“Locals are disenfranchised and don’t want to lose their park. I will stay away when it’s busy to avoid the crowd. Hanalei residents enjoy the park when the bridge is closed because the beach is quiet. Keep the park so locals can enjoy it; address traffic and parking problems, and fix broken facilities. It’s sad to think that Black Pot will change like the rest of the island.”*

- Focus Group Participant

### Retain the Character and Local Charm of Black Pot; Ensure that Existing Park Uses are Continued

Older generations of Hanalei residents have fond memories of Black Pot Beach Park. These residents cherish Black Pot as a special place where they spent their childhood days learning how to surf, throw net, fish and paddle; where they go to camp with their extended families; paddle out to their favorite surf spot or enjoy ocean activities; carry on Henry Tai Hook’s *luau* traditions; or where they go for “pau hana” (after work enjoyment). Reminiscing about good times at Black Pot, residents value this resource as symbolic to Hanalei’s

rural lifestyle, and want to retain the character and local charm of the park so that their children and grandchildren can experience Black Pot in the same way that they did.

Current park uses—such as camping, picnicking and barbecuing, the horseshoe pit/club, boat launch, and the existing canoe club—are considered essential to the park’s character and charm, and are important considerations to be continued and incorporated as part of the park’s future improvements. A segment of the community also considers driving and parking on the beach to be part of the park’s character, and want to see this practice continued (see page 56 for discussion).



The Horseshoe Club under the ironwood trees.

Wanting the park’s primary function to continue to be for the local community, residents are hopeful that facilities for current park uses will be improved, and that conflicts resulting from the ever-increasing demand for park space are addressed so residents can continue to enjoy the park. Residents are trying to hold onto the rural idyllic of past times, and dislike that the level of commercial activities and the number and frequency of special events hosted at the park have increased in recent years, as such activities and events increase user conflicts between user groups and detract from the recreational aspect of the park.

### A special place for special people

*"Majority of the places, you don't see too much local people at the beach...because they took that special away. That's one of the most special places for our community. Those of us that was born and raised up, grew up there, fishing, surfing, we learned how to do everything at that beach. It's created a lot of special people just by having that lifestyle there. A lot of amazing fisherman, amazing surfers."*

- Open Forum Speaker,  
Community Meeting 3

***Commercial Activities.*** Commercial activities at Black Pot are primarily ocean-related endeavors: permitted boat tour operators that load and unload passengers fronting Black Pot Beach; kayak, surfboard, and stand-up paddleboard (non-motorized vessels) rentals and lessons; and commercial fishermen who launch from the Hanalei River.<sup>4</sup> There is also a single food truck vendor that operates under a county-issued permit. Large tour buses and tour vans will also stop at Black Pot as a rest stop, and visitors will unload, take pictures at the pier, and use the restroom, although such sightseeing tour activities are not regulated.

---

<sup>4</sup> Commercial operators are required to have permits from both DLNR and the County to operate at Black Pot Beach Park. Ocean activities are regulated by DLNR, and land-side activities (i.e., staging, loading, traversing the beach park) are regulated by the County. Permits are currently held by five commercial tour boat operators, two kayak rental companies, and eight surf schools. The County requires that commercial operators provide off-site parking and shuttle customers to and from the park, and that loading and unloading activities are confined to designated areas.

The sentiment of many residents that participated in the planning process has been that the number of commercial users are saturating the park with visitors which is changing the character and identity of the park. Examples that were noted include:

- the number of commercial operators loading and unloading passengers and rental equipment (surfboards, stand-up boards, and kayaks) directly on the beach for convenience
- Nā Pali tour boat operators loading and unloading passengers from the shore near the river mouth
- surf schools with large groups of people learning how to surf take over surf breaks
- commercial boat operators launching from the river increase competition for recreational fishermen and non-motorized vessels wanting to launch
- tour buses and vans off-loading large groups of sightseeing visitors diminish the park's recreational qualities and crowd the pier and restrooms, and
- commercial operators conducting business without permits and/or not following the existing rules.

Providing improvements to better organize commercial activities and enforcement of the existing rules for commercial operations is paramount to addressing the impacts of commercial activities at the park and minimize user conflicts. Residents' suggestions include: (1) restricting commercial uses to weekdays (e.g., reserving weekends for

recreational users) to minimize conflicts with families; (2) enforcing the zones for commercial passenger loading/unloading and related activities to diminish the prominence of these activities and to minimize conflicts between user groups; and (3) adding patrols to ensure that commercial users are operating according to permit conditions.

Installing directional signage to inform visitors about where to park, conduct loading/unloading activities, and launch water equipment was suggested as an immediate improvement. Other interpretive signage designed to communicate traditional stories and historical facts about the area and Hawaiian place names, as well as instruct about appropriate behaviors (e.g., ORMA rules, endangered species protection, beach safety), would help to enrich the park users' experience and promote cultural identity.



Water recreation such as kayaking, stand-up paddling, surf lessons, and boat tours are popular activities for visitors.



Commercial boat tour operators unload passengers on the beach.

**Special Events.** Special events are known to attract large crowds of people to the park and increase competition for limited park space and facilities. Crowds at many of these special events are often in numbers that exceed available parking and restroom capacities, which triggers frustration for residents wanting to relax at the beach park without the inconvenience of looking for parking or encountering major disruptions.

In addition to large gatherings for funerals and life celebrations such as birthday parties and family reunions, there are several large events staged regularly at Black Pot Beach Park. DPR requires a special permit for such events, with conditions for event organizers to provide additional measures to accommodate the number of attendees (e.g., temporary porta-potties, off-site parking and/or shuttle arrangements, traffic control, and police).

Community events staged annually at Black Pot Beach Park are mostly sporting events:

- Hanalei Canoe Club’s Hā’ena to Hanalei Run/Walk (June)
- North Shore Fishing Tournament (July)
- Nāmolo kama Canoe Club’s Hanalei Bay Swim Challenge (July) Hanalei Canoe Club’s annual Luau
- Hawai’i Sand Festival and Sand Castle/Sand Sculpture Contest (August), and
- Nā Pali Challenge Canoe Race (August).

The largest event that takes place at Hanalei Bay is the Hawai’i Canoe Racing Association State Championship Race, which rotates yearly between the major islands and is held at Hanalei Bay once every six years. Drawing 3,000+ paddlers and their families to Hanalei, the one-day race is organized such that race activities are concentrated at Hanalei Pavilions

Beach Park and the beach fronting the park, and Black Pot Beach Park serves as an important site for parking canoe trailers, staging, and launching canoes. While residents appreciate that Hanalei Bay provides the backdrop for the event, residents struggle with the neighborhood impacts brought on by the overwhelming influx of paddlers, traffic and resources involved in the event.



The Hawai’i Sand Festival and Sand Castle/Sand Sculpture Contest.

Another non-profit organization that holds events at Black Pot Beach Pot is KORE (Kaua’i Ocean Recreation Experience). KORE runs a beach day for physically challenged and special needs individuals to access the beach, safely enjoy the ocean and surf with help from trained instructors and volunteers. Events are free, and are held on one Saturday morning per month, typically running from 8:30 am until 1:00 pm. Besides the ocean activities, event organizers provide food and entertainment for individuals waiting for a turn to get in the water. The program, which is open to both residents and visitors to the island, typically draws 50 participants and volunteers, although there have been events with 200+ people in attendance.

In general, residents have expressed support for KORE, and have indicated a strong preference to allow vehicular beach access for its participants to continue.<sup>5</sup>



KORE Ocean Activities are held monthly. Volunteers form a line in the water ready to assist participants when they return to shore. Source: <http://korekauai.com/february-2017-photos/>

Residents have expressed concerns that the number of special events held at Black Pot Beach Park needs better management and integrated into a master community calendar so that multiple community events are not scheduled on the same day within the park or elsewhere in Hanalei.

### **Provide Adequate Maintenance and Improvements for Park Facilities and Grounds**

Park facilities and grounds (e.g. bathroom, showers, trash areas, picnic amenities) have not been well maintained and cannot accommodate the growing demand of park users.

Complaints about the need for clean, upgraded bathrooms and shower facilities are common, as are complaints about the unkempt appearance of the park. A summary of the facility concerns that were noted during the community consultations follows:

- Restrooms are closed almost daily because toilets are always overflowing. Although the capacity of the existing wastewater system can be exceeded during peak periods, restrooms are often closed due to plugged toilets. Items found flushed in the toilets include papers, coconut husks, clothing, and diapers. Additional porta-potties are helpful, but do not meet the demand and are not ideal. (During one of the fishing tournaments, the bathroom and porta-potties were closed because they were overflowing; people had nowhere to use the bathroom.)
- More frequent restroom cleaning and monitoring is needed when the park is busy to keep the toilets clean and the toilet paper and soap dispensers full.
- Showers drain alongside the main walkway towards ocean, and the drainage swale is always flooded.
- The ironwood trees are not trimmed regularly, which creates a safety hazard when tree branches break and fall in high wind. Hanging tree limbs are not always removed in a timely manner.
- Picnic amenities need to be replaced. The BBQ pits are rusted, and the pavilions and picnic tables are deteriorating.

---

<sup>5</sup> KORE uses two small buses to transport participants to the beach, and a vehicle/trailer to haul equipment. The buses drop-off and pick-up on the beach, and park in the parking lot.

- More frequent trash service is needed when the park is busy. Covered trash bins would keep trash from blowing away.
- Two DPR caretakers with responsibility for parks between Hā'ena and Hanalei are on site-daily. More staff positions are needed to provide adequate manpower to service the county parks.

### Strengthen Enforcement to Ensure User Safety

Improving safety and enforcement are priority concerns expressed throughout the planning process. Community members want to ensure the safety of park users, as noise and disorderly conduct, late night loitering, speeding and unsafe driving, and public displays of drug and alcohol use have grown more frequent in recent years.

#### Take care of the resource

*"The younger generation (mostly those in their 20s and teenagers) doesn't appreciate or respect Black Pot, and is trashing the park. They drive their trucks on the beach, spin and make donuts in the sand, leave empty bottles everywhere, and don't listen when asked to stop. Kids jump off the roof of the pier; I fear that someone is going to get hurt."*

-Focus Group Participant

As camping has increased in popularity, the number of campers and large tent configurations in the park seems to regularly exceed the allotted 50-camper limit. Besides concerns that overuse by campers places additional burdens on the natural resource and facility maintenance costs, there are complaints that campers are often noisy and indulge in late-night parties. There is a sense that the current situation results from a lack of compliance with the current permitting system, and a lag in enforcement.<sup>6</sup>

Likewise, stronger enforcement to regulate permitted commercial tour operators is desired, as there have been businesses that operate without permits and operators that do not consistently comply with existing rules for loading and unloading. Complaints about illegal/non-compliant activities taper when DLNR Division of Conservation and Resource Enforcement (DOCARE) officers maintain a regular presence at the park.

Suggestions to improve safety for park users were offered:

- Impose overnight park closures with a secured gate
- Provide a security guard to monitor nighttime activity
- Install directional signage to display park rules, and
- Install a lifeguard tower to improve water safety and provide a visual security presence during the day (could be located on either side of the pier).

---

<sup>6</sup> County DPR park rangers are authorized to enforce rules and issue citations within the park's boundaries for violations of the county's park and camping ordinances and non-moving vehicle violations (e.g., expired safety check, parking, while the Kaua'i Police Department is called to respond to all other violations in the park. DLNR DOCARE officers are responsible for in-water activities.

## Address the Demand for Parking

The need for additional parking to accommodate the current demand is the single most significant issue at Black Pot Beach Park. Given the limited parking spaces within the park (originally included roughly 50 parking spaces in 2017), there is typically not enough parking to accommodate all the people who want to go to the beach on weekends, holidays, and during special events. When the park is full, it is common for cars to be parked in any open space, including on the beach, along Weke Road, along Wilikoki Road, or double-parked in the parking lot.

During such times, besides the general mayhem brought on by crowds of people in the park, the lack of parking contributes to a public safety concern since cars parked on both sides of the road block private driveways and choke the roadway into a narrow one-lane road, making both pedestrian access and access for emergency vehicles difficult (i.e., two large vehicles traveling in opposite directions—such as a fire truck and a truck towing a boat—would not be able to get around each other). However, according to KFD, fire truck access has not been a problem, even on the busiest of days.



Trailing a boat on Weke Road can be difficult when cars are parked on the shoulders.

Suggestions from community members to address the demand for parking were varied:

- Add more parking spaces
- Add a loading/unloading area where park users can drop off equipment (e.g., surfboards, coolers, picnic items), since people park on the beach because there is no convenient loading/unloading area
- Operate a shuttle to the beach from an off-site parking area when parking is full or closed.
- Charge a fee for parking
- Establish a permit system that gives parking priority to local residents
- Close the parking lot when full and install signage along Kuhio Highway to notify people before they enter Weke Road (“Parking Lot Full” signage)
- Seek designation as a national park or UNESCO World Heritage Site for Hanalei where people have to pay to drive through (like Yosemite )
- Investigate additional strategies that other communities have used to manage parking issues.

***Driving and Parking on the Beach.*** For kupuna who remember the history of Black Pot before it was a county park, it was a rare occasion to see cars parked on the beach. If any cars were parked on the beach, it was an unspoken rule that they would only park in a single row as far away from the water as possible. Fishermen picking up nets or launching a boat from the beach were the only ones who drove on the beach.

As parking became scarce, residents grew accustomed to driving and parking on the beach between the pier and the river mouth. Similarly, fishermen grew accustomed to



launching their boats from the beach near the river mouth and parking their trailers on the beach during times when Weke Ramp was unusable or the river mouth was too shallow for boats. As a result of this routine practice, many residents and visitors viewed the convenience of parking on the beach close to the water's edge and pitching a pop-up tent to be a highly-coveted, culturally-accepted modern custom. For some Hanalei residents, being able to drive up to Black Pot Beach at the end of a work day for a surf session or to barbeque at sunset with family is part of the lifestyle and culture of Hanalei that they want to continue.

While many community members expressed a strong affinity to parking on the beach, many also expressed concerns related to the growing number of cars that park on the beach. Observations from community members indicated that the number of cars parked on the beach increased from one row to two/three rows, or as many as four rows of cars on the beach (with parked cars lining Weke Road) when the park is busy. During periods of heavy use, parked cars and the established beach access route occupy approximately 70% of the available beach area (Sea Engineering 2016).

Parking on the beach was the most debated and provocative issue discussed during the course of the planning process. A segment of the community considers the practice to be a "tradition" symbolic of Hanalei's rural lifestyle that should be continued. A second segment of the community acknowledges that the volume of cars and traffic on the beach has grown excessive and impractical, and supports modifications to manage the current activity. A third segment of the community considers the practice unsafe for people on the beach, environmentally damaging to the beach ecosystem and nearshore marine life, and insensitive to Native Hawaiian cultural values of "aloha aina," and prefers that the practice be stopped.

Other reasons for no longer allowing parking on the beach include: the difficulty for fishermen that launch from the river mouth when maneuvering boat trailers across the crowded beach; sand and debris is tracked onto Weke Road from vehicular tires; and the potential for a person on the beach to be injured by a reckless driver. Some want the beach to be regulated so that only emergency response personnel and permitted users (e.g., fishermen, KORE participants) can access the beach.

A summary of the background research conducted to address beach parking is included in Appendix E.

### **Continue Black Pot's Traditional Use as a Place to Access the Ocean, Including Support for Local Fishermen through the Provision of a Working Boat Ramp and Adequate Boat Trailer Parking**

Black Pot has traditionally been used to access the ocean for fishing, sport and recreation. As fishing continues to be an important part of the North Shore's subsistence lifestyle, a working boat ramp and adequate boat trailer parking is a priority to support local fishermen, especially since there are very few sites along the North Shore to launch boats. A working boat ramp is also critical for public safety and emergency response; both ocean safety and fire department operations launch vessels from the river.

The condition of Weke Ramp, with the concentration of sediment built up along the river bank directly in front of the ramp, makes the boat launch un-usable for launching motorized boats. Similarly, the configuration of the trailer parking and boat wash area adjacent to Weke Ramp is not ideal as traffic at the park entrance make it difficult to park boat trailers and wash down boats in this area.

As an alternative, fishermen/boaters have launched from the beach into the river mouth,<sup>7</sup> and parked their boat trailers near the point where they launch. Community members, including fishermen and the boating community, are frustrated with the condition of the boat ramp and the lack of parking for boat trailers. A permanent solution for a working boat ramp and clearance for reserved trailer parking and a turnaround area is desired. Providing a security presence to monitor the area, and installing a gated/locked access lane to the beach reserved for authorized boaters and emergency personnel was also suggested.

Public acquisition of an adjacent privately-owned boat ramp facility—and relocation of the public boat ramp and trailer parking to this area (see Figure 5; TMK parcel 5-5-001: 002 (por.) and accreted lands)—was suggested as a long-term solution.

Boat ramp facilities are not a typical county function, as almost all of the public boat ramp facilities in Hawai'i are managed and operated by the State DLNR DOBOR. The boat ramp and boating activities at Black Pot were previously managed exclusively by DOBOR until the 1990s, when the controversy involving the commercial tour boat industry in Hanalei peaked.<sup>8</sup> If the County wanted to absolve itself of the boat ramp responsibility, it would be necessary for the County to transfer its property rights to the State via executive order.



Boaters have launched into the river near the river mouth and parked their trailers on the beach.

---

<sup>7</sup> DLNR Division of Boating and Ocean Recreation (DOBOR) administrative rules prohibit boat launching next to the pier because of swimming and surfing in the area).

<sup>8</sup> There were more than 40 commercial tours launching from Hanalei River and Black Pot Beach Park in the 1980s. <http://www.environment-hawaii.org/?p=3446>

***Maintaining the River Mouth and Channel.*** Providing safe access to the ocean through the river mouth and channel is as important as a functional boat ramp. During certain seasons, boats are unable to pass through the river mouth because of natural conditions that affect the shoreline. There are periods when the river mouth becomes too shallow for boats to cross because of the sand that builds up on the sand spit, and there are other periods when the water depth is too low because of the ocean tide or water height in the river. At other times, sand gravitates to the river banks, narrowing the river mouth so that only one boat can pass at a time. Anecdotal observations of residents suggest that the river mouth is not being naturally cleared like it used to be because water diversions and lower amounts of rainfall have lessened the waterflow in the river.

Regular stream clearing and maintenance involves pushing sand and sediment away from the stream/river mouth to allow water to flow freely into the ocean, which is important for minimizing flood hazards for upstream areas. Historically, the State has been responsible for managing the resources below the high water mark and ensuring access for the boat ramp, and has contracted for maintenance and clearing of the Hanalei River mouth.<sup>9</sup> Since the beach parcel was transferred via executive order to the County, the State has claimed that stream maintenance and clearing is the County's responsibility. However, for the County to assume the role to clear the river, the County would need an

approved Individual Permit from the U.S. Army Corps of Engineers.

In discussions about the condition of the river, community members suggested improvements below the shoreline such as river dredging, installation of channel navigation markers and lights, water quality enhancements, and the removal of breakwaters installed in the 1960s by the Hanalei Plantation Hotel (see photo inset). Improving the health and functionality of the estuary system was also suggested, with particular concern that any stream clearing or maintenance activities do not trigger ecological changes to alter the estuary habitat or harm fish life cycles. Such improvements are outside the scope of the master plan and beyond the County's jurisdiction and would need to be addressed independently.

---

<sup>9</sup> U.S. Army Corps of Engineers General Permit 2011-001 (October 13, 2017) authorizes maintenance clearing of river and stream mouths and channels, storm drains, and beach areas in the State of Hawai'i. Existing permit coverage does not apply to the Hanalei River because the river is designated as an American Heritage River. ("2. *Applicable areas apply except for...: c. Within or adjacent to any stream or waterbody included, or proposed for future inclusion, in a Federal or State Wild and Scenic River system or designated, or proposed to be designated, as an American Heritage River.*").



Two small breakwaters were installed on the Hanalei Plantation Hotel side of the river in the 1960s to keep access to the river open for boats during the winter. The hooked shape of the breakwaters was intended to control the current.

## Prepare for Natural Hazards, Including the Effects of Sea Level Rise

Hanalei and the nearby isolated communities along the North Shore are highly vulnerable to coastal flooding and erosion from high waves, tropical storms, tsunamis, hurricanes, and flooding from overflowing streams (U.S. Department of the Interior U.S. Geological Survey 2002). North Shore residents are accustomed to such seasonal flooding, and live with the reality that the Hanalei Bridge closes to traffic when the river water height rises above eight feet.

Black Pot Beach Park has experienced flooding from both river overflow and high surf and tidal conditions (see Figure 9 for flood zones). Community members vividly remember flooding at the park caused by high surf washing over the beach and onto the grass beyond the ironwoods trees, or floodwaters spilling over the river bank and covering entire sections along the river. In almost all discussions about future park improvements, community members expressed concerns to limit development in coastal areas because such development can place people and property at risk of coastal hazards and can interfere with natural processes (University of Hawai'i Sea Grant College Program 2014). Community members felt strongly that all new facilities—structures, park amenities, infrastructure systems, and parking surfaces—be designed to minimize impacts to the natural environment and to withstand damage from recurring natural hazards.

Given the growing public awareness about the threats of climate change and the potential effects of sea level rise, community members are also cautious about the potential impacts associated with rising sea levels. Within this context, community members expressed a need to actively prepare for the impacts of rising sea levels when planning and

designing future park improvements. Among the potential impacts to the coastal zone are:

- Beach erosion<sup>10</sup>
- Loss of beach and developable land
- Salt water intrusion into surface waters and groundwater resources used for agricultural and potable water
- Slower drainage rates in streams and drainage channels
- Loss of natural habitats (e.g., wetlands, beaches, dunes and rivers) that serve as buffers against natural hazards
- Loss of biodiversity due to changes in the composition and character of stream, wetland and estuarine ecosystems
- Flood damage or compromised function to facilities and critical infrastructure in low-lying areas (particularly for roads, bridges, breakwaters and harbor facilities, water and wastewater systems, and communication and energy facilities)
- Loss of cultural assets and personal connections to a specific place due to erosion and/or inundation.



Black Pot Beach during high surf conditions, February 25, 2016.

Figure 11 presents the sea level rise exposure area (SLR-XA) for four different sea level rise scenarios modelled according to the *Hawai'i Sea Level Rise Vulnerability and Adaptation Report* (Hawai'i Climate Change Mitigation and Adaptation Commission 2021) and the *State of Hawai'i Sea Level Rise Viewer* ([hawaiisealevelriseviewer.org](http://hawaiisealevelriseviewer.org)). The SLR-XA represents the combined extent of flooding hazards from passive flooding, annual high wave flooding, and coastal erosion with sea level rise. With 0.5-foot of sea level rise, the model indicates increased flooding along both the Hanalei River and shoreline. With 1.1-foot and 2.0-foot of sea level rise, the model indicates additional inland flooding that extends diagonally through the park. The 3.2-foot scenario models most of the beach park and adjacent areas to be inundated by flooding.

The County General Plan (2018) provides islandwide policy guidance for sea level rise. The County is also in the process of preparing its first *Islandwide Climate Action, Adaptation and Resilience Plan*, which will focus on specific approaches and planning actions for future development.

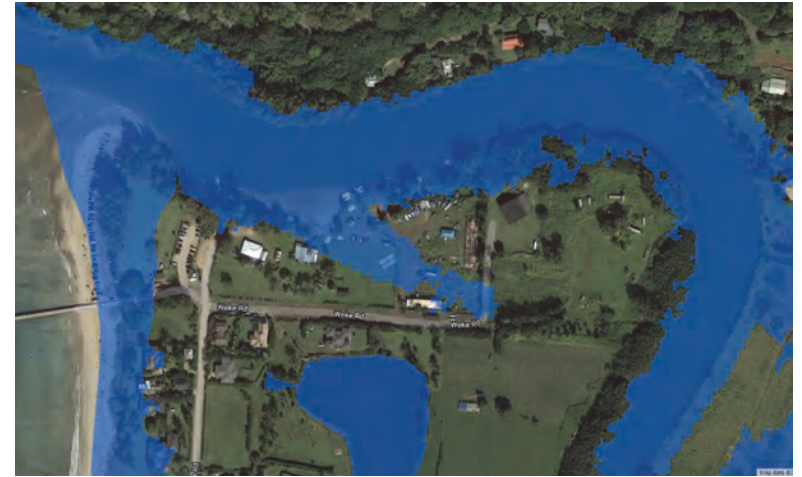
---

<sup>10</sup> Beach nourishment can be used to restore beaches and reduce property loss from erosion, but the high cost of these projects generally limits them to beaches of high economic importance (University of Hawai'i Sea Grant College Program 2014, p. 15).

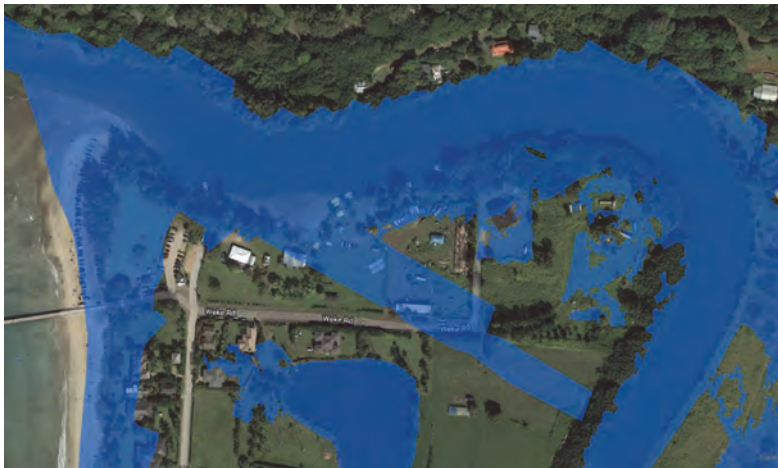
**0.5-Foot Sea Level Rise Exposure Area**



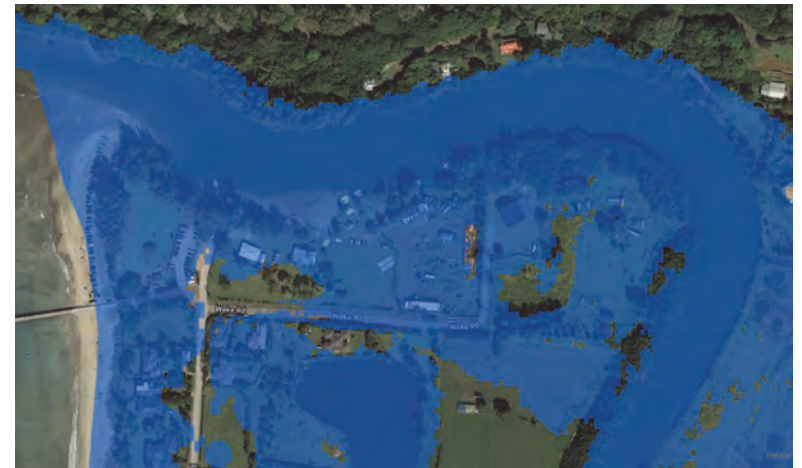
**1.1-Foot Sea Level Rise Exposure Area**



**2.0-Foot Sea Level Rise Exposure Area**



**3.2-Foot Sea Level Rise Exposure Area**



Blue areas depict projections of potential future exposure and vulnerabilities to multiple coastal hazards as a result of sea level rise for four different scenarios. This sea level rise exposure area (SLR-XA) represents the combined extent of flooding hazards from passive flooding, annual high wave flooding, and coastal erosion with sea level rise. Flooding in the SLR-XA is associated with long-term, chronic hazards punctuated by annual or more frequent flooding events.

Source: Hawai'i Climate Change Mitigation and Adaptation Commission. 2021. *State of Hawai'i Sea Level Rise Viewer*. <http://hawaiisealevelriseviewer.org>



May 2021

Figure 11 - Sea Level Rise Exposure Scenarios  
**Black Pot Beach Park Master Plan**  
Hanalei, Kaua'i

## 5. MASTER PLAN CONCEPTS

The master plan for Black Pot Beach Park is an illustrative representation of the long-range aspirations desired for the park. The plan respects the traditions and values of the Hanalei community, and focuses on improvements that support park expansion and enrich the quality of existing park uses and facilities. The master plan is intentionally conceptual in nature. It provides a general framework for the preferred location and character of facilities and uses within the park, and is intended to establish parameters for future planning and design efforts. It does not provide detailed design or engineering guidance or specifics for park operations to allow flexibility as funding is available and policy issues are settled.

Figure 12 presents the long-range plan for Black Pot Beach Park. The major elements of the master plan are described in this chapter, with narratives and images to illustrate the design concepts which align with the community's preferences. Improvements are to be in compliance with all applicable development standards and codes, including accessibility guidelines (i.e., American DA and Hawai'i Outdoor Developed Areas Accessibility Guidelines 2017).

### Summary Highlights

147 permanent parking stalls; overflow is multi-use for trailers and/or cars depending on the season

3 gates secure mauka parking area (excludes Weke Ramp and long shed)

Hanalei River Ramp for recreational, public use

- Gravel boat trailer parking area is unmarked for flexibility (assumes space for 30 large trailers)
- Ramp and trailer parking area is separated from surrounding areas and has separate gated driveway
- Wash rack facility is upgraded to accommodate higher usage level
- New medium comfort station and shower for boat ramp users

Weke Ramp for permitted commercial operators; accessible for overnight use of recreational boaters by permit only

Open, grassed area between the two boat ramps is maintained for picnicking; no vehicular access

Former Hanalei Clubhouse structures demolished; new pavilion is available for family gatherings

Long shed for county storage and future canoe storage; separated from boat ramp and has separate gated driveway at the end of Wilikoki Road; access to the river via a lockable gate

Camping allowed makai of Weke Ramp; all park space mauka of Weke Road is closed from 10 pm to 5 am daily

No major changes to existing facilities makai of Weke Road except to install drywell for shower runoff/drainage



May 2021

Figure 12: Conceptual Master Plan  
**Black Pot Beach Park Master Plan**  
 Hanalei, Kaua'i



### **A Finite Resource**

*“The Park is a finite resource. In finally deciding how many parking spaces are appropriate or how many boat trailer spots are appropriate, we necessarily establish an upper limit for the park. When these limits are hit, we should consider the park to be effectively full and closed to additional vehicles/trailers. We should not adopt a management style or design that presupposes that on any busy sunny weekend or when the fish are biting, cars and or trailers should be permitted to overflow into and utilize the entire park for vehicle parking.*

*While there may be truly special circumstances or events that warrant going beyond normal carrying capacity such as a once per year fishing tournament or the state canoe racing championship, pushing beyond capacity should not be viewed as “normal” on any busy weekend.*

*The management plan at Hā’ena State Park has demonstrated both that enforcing a limit significantly improves the park experience and serves to conserve and protect the park.”*

- Community Advisory Committee  
Member

### **Hanalei River Boat Ramp**

The single-lane boat ramp and boat wash facility at the mauka end of the park will be improved and resurfaced to current standards, and boat trailer parking will be clearly defined with fencing and a gravel surface. The existing gated entrance from Wilikoki Road will be maintained strictly for boat ramp users, and access will be secured during ramp closure hours (10 pm to 5 am daily).

The trailer parking area, designed for 30 large trailers, will have unmarked stalls for flexible use. The open, unmarked parking arrangement accommodates the seasonal and varied nature of boaters and park users.<sup>11</sup> The use of gravel for the trailer parking and porous paving material for the driveways and circulation, as well as the use of water retention basins within the parking area and boat wash area, will reduce runoff and help to intercept and filter water from overflowing into the Hanalei River or bay. An expanded area adjacent to the ramp provides a safe, out-of-the-way space for fishermen to load their boats and set their equipment before launching. Ideally, this loading area will be wide enough for two boats to minimize congestion at the boat ramp.

A vehicular control barrier is necessary along the makai side of the boat ramp to prevent vehicles from driving into the open lawn (see the Parking and Circulation section for description).

A medium-sized comfort station and outdoor shower – with an adjacent drop-off area – will be located nearby for the convenience of boat ramp users. The location within the flood hazard area necessitates that the structure be elevated above the BFE (13 feet) or built to be portable like the existing makai comfort station.

---

<sup>11</sup> A multi-use parking area for either boat trailers or cars allows for usage patterns that change depending on the season and ocean conditions. Fishing is seasonal—occurring mostly in the summer—so there are typically more surfers than fishing boats in the winter. Some weekends, there may be more small boats and jetskis accessing Nā Pali; when the fish are “running,” there may be more large fishing boats (CAC Meeting, August 2020).

## Weke Ramp

Improvements to the Weke Ramp approach were completed in 2019 when the beach park was restored. The single-lane boat ramp will continue to be reserved for permitted commercial operators and also used for permitted recreational boaters during overnight hours (when the Hanalei River Boat Ramp is closed).

## Parking and Circulation

Parking and circulation improvements will expand parking capacity and better define parking lot access and circulation, as well as address environmental impacts from parking areas (e.g., grading and resurfacing to minimize storm water runoff into the ocean and river; porous paved surfaces such as geoblock or geopaving to stabilize muddy conditions).

Two main parking areas will provide a total of 147 permanent parking stalls, including ADA-accessible parking. The parking area makai of Weke Road will contain 50 parking stalls, and a second parking area parallel to Wilikoki Road will provide an additional 97 parking spaces. The flexible nature of the trailer parking area mauka of the Hanalei River Boat Ramp will support overflow parking during peak periods, if not needed by boaters.

Proposed circulation seeks to separate traffic associated with beach users and those using *makai* portions of the park from boaters and others accessing adjacent properties. Access to the main parking areas will be directly through the main driveway entrance.

The existing drop-off area at the main driveway will continue for loading/unloading beach and picnic gear. To alleviate congestion within the main parking lots and drop-off area, neighboring residents and traffic to the Hanalei River Boat

Ramp and Hanalei Canoe Club site will use Wilikoki Road. The mauka parking area will also be accessible through two additional driveways on Wilikoki Road.

The existing circular entry feature that defines the park entrance and creates a sense of arrival and entry to the park will be landscaped with distinctive plantings (native loulu palms or Hala trees), and arrival signage will highlight the park's identity and give direction to park users. This landscaped feature at the park entrance is intended to slow traffic and define the main circulation pattern into the park. Design of this entry feature should also allow generous space for large vehicles towing fishing boats and outrigger canoes through the Wilikoki Street intersection. Additional improvements along Weke Road to discourage illegal parking within the roadway shoulders and to aid trailering and emergency vehicle access (both in the vicinity of the park entrance and outside the park boundaries) should also be pursued.

Although not shown on the master plan graphic, bicycle parking racks can be sited near the drop-offs or along an edge of the parking area.

The addition of paved or ADA-compliant walkways to connect the parking and drop-off areas with the restrooms, and camping and picnic areas will provide facilities to improve pedestrian circulation and handicapped accessibility. Pathways running across the open lawns from the parking and drop-off areas to the shoreline can enhance accessibility to the beach, and define where people should walk to keep them from walking through the parking lot or through campsites and picnic sites.



The use of crushed gravel for parking lots reduces surface runoff. Depressed grassed area functions as a drainage swale.



A combination of permeable concrete and pavers used for parking.



Images of "geopave" system used for reinforced gravel paving areas (top right and bottom right).

Speed bumps, marked crosswalks and directional signage that instruct people where to park are important treatments for parking lots and circulation routes that control traffic speeds, discourage reckless driving, and promote pedestrian safety. Although the master plan shows traditional straight parking spaces, the use of angled parking and one-way traffic patterns should be evaluated for traffic safety advantages and parking layout efficiency during the project design phase. It is possible that angled parking configurations and one-way traffic patterns may be safer for pedestrians (especially small children), since traffic movements are limited and conflicts between vehicles are minimized (e.g., cars cannot back into parking stalls; oncoming traffic does not turn in front of each other; competition between drivers looking for parking is less).

To define access and keep vehicles from driving across the grass, barriers along the edges of grassy, open spaces are necessary. Concrete pilings, boulders and low vinyl fencing are currently used as horizontal barriers to control access points, and can be replicated in other areas of the park where vehicular control barriers are needed. Wooden telephone poles that evoke a natural feel can also be used as bollards.



Possible design considerations for walkways.



Wooden poles, boulders, vinyl fencing and concrete pilings function as vehicular control barriers.

## Comfort Stations and Showers

The makai comfort station was rebuilt in 2019 when the beach park was restored. The outdoor shower in this area, which currently runs into an open drainage swale, will be upgraded with a drywell to collect the runoff/drainage. An ADA-compliant pathway and improvements for accessibility will also be constructed.

A second, smaller comfort station with an outdoor shower is proposed for the mauka section of the park next to the Hanalei River Boat Ramp. Like the existing comfort station, design of the new comfort station will be based on Kaua'i park standards for comfort stations. In response to community input, future design efforts should consider the feasibility of adding indoor changing rooms and gender-neutral, individual toilet stalls to the standard comfort station designs.

## Camping Area

Camping sites will be identified within the makai portion of the park in the open spaces under the ironwood trees alongside the river. Siting the camping within the interior of the park minimizes noise levels and nuisance complaints for neighboring residences; it also complies with the conditions of the property deed that prohibits overnight activities mauka of Weke Road. The addition of park amenities such as picnic tables and shade pavilions near camp sites will provide greater conveniences for campers.

DPR's rules currently allow for up to 50 campers per night on Fridays and Saturdays, and one extra night on holiday weekends. Campsites are not assigned, and permits are issued for individual campers with no limit on the number of camping permits that one person can request (i.e., all 50 camping permits can be issued to one person).

No changes to the current camping protocols are being proposed at this time. Camping days, the number of permits, and provisions for how permits are issued will remain unchanged. Stricter regulation to enforce existing rules will ensure that campers comply with permit requirements and that camping areas are not overcrowded. In the future, DPR may impose new procedures for camping permits. Possible procedural modifications may include assigned camping sites, charging a camping fee<sup>12</sup>, limiting the number of permits that can be issued to a single person, and introducing a lottery system for permit selection.

### Storage Facilities

The long shed at the mauka edge of the park will be fenced and secured for County baseyard equipment storage use, with an adjacent open lawn and a separate gated entrance from Wilikoki Road. The security fencing that separates the storage area from the Hanalei River Boat Ramp is intentionally configured in alignment with the edge of the boat trailer parking area for security and to keep vehicles from driving across the grass and accessing the long shed.

The selection of security fencing material should weigh security features, durability, and maintenance. While chain link fencing can inadvertently serve as a debris trap, it conveys a clear and recognized symbol of security and property boundary. It also is a functional and economical option. Future park planning studies could explore installation variations that look at options of varying chain-link fence height to allow the movement of debris under the fence without compromising security.

Future storage for canoe club equipment is possible, pending negotiations with NāmoloKama Canoe Club. The structural characteristics of the long shed, the site's secluded setting, convenient river access and proximity to the boat trailer parking area makes this an ideal location for canoe club use.

Lease agreements between the County and the canoe club that recognize exclusivity will need to be established before development and use of the site can proceed.

### Landscaping Design and Drainage

Black Pot Beach is an important resource for the residents and visitors of the Hanalei area and to the island of Kaua'i as a whole. The landscape renovation of the park recognizes potential positive and negative impacts, including maintenance requirements, security, functional uses and environmental concerns.

Open lawn areas are maintained as important park amenities for recreational activities, camping, event staging and as buffers between parking and beach activities. Open views are retained, and the use of screening shrubs is discouraged to protect views and enhance security.

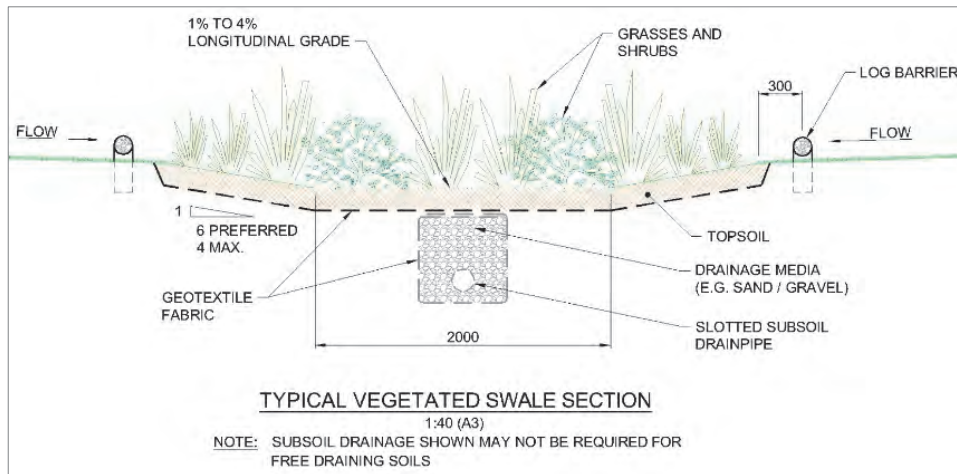
While the conceptual plan does not reflect a comprehensive planting design, as detailed selection of plant materials and their spatial organization will be reflected on a future planting plan for the park, it is important to emphasize the use of appropriate native and indigenous dune groundcovers and shrubs along shoreline areas in order to maintain and support the coastal ecological processes that occur. Examples of these plants include but are not limited

---

<sup>12</sup> Lydgate Park is the only county park where a camping fee is charged (residents and visitors pay the same price). DPR staff has indicated that Lydgate's continued popularity indicates that people are willing to pay for an assigned campsite with better bathrooms and facilities.

to: pā'ū o Hi'iaka (*Jacquemontia sandwicensis*), naupaka (*Scaevola taccada*), nanea (*Vigna marina*), `aki`aki (*Sporobolus virginicus*) and pōhuehue (*Ipomoea pes-caprae* subsp. *Brasiliensis*).

Landscaping and drainage features—including canopy trees to provide shade, palms along the beach front, landscaped parking areas, bioswales and permeable surfaces to direct and control water—support the use of native plant species and help to manage drainage/runoff.



Vegetated swale in between car and trailer parking areas directs runoff and reduces sediment and pollutants exiting the site. [www.rms.nsw.gov.au/documents/maritime/projects/better-boating-program/nsw-boat-ramp-facility-guidelines.pdf](http://www.rms.nsw.gov.au/documents/maritime/projects/better-boating-program/nsw-boat-ramp-facility-guidelines.pdf)

Existing palm trees along the beach front are maintained, with minimal new palms planted to accentuate the current configuration. Removal of the existing ironwood trees along the beach front allows for a more natural shoreline condition and promotes natural shoreline processes, as well as opens up distant makai views from across the park. The ironwoods are less problematic along the river bank side since they are less subject to storm wave action.

Any new plantings should avoid introducing invasive plant species (such as Java Plum), plants that can be hazardous (Ironwood trees), or plants that would require high maintenance (such as plants with excessive fruit drop). An emphasis should be given to the use of native plants where practical. The inclusion of focused plantings of native plants can have interpretive and educational value, elevating the function of the park to include ecological resource information. The expression of Hawaiian culture, through the use of cultural “canoe” plants will be an important, meaningful component of the renovation design to connect the park to its historical legacy.

Hawaiian cultural plants to be integrated into landscaping design include: Kō (Hawaiian sugar cane); Niu (Coconut, *Cocos nucifera*); Ki or Green ti (*Cordyline fruticosa*); Kalo (*Alocasia macrorrhizos*); Kukui (*Aleurites moluccana*); and Māmaki (*Pipturus albidus*). Figure 13 identifies other recommended plant materials for landscaping designs.



Shoreline erosion attributed to ironwood trees



Kō (Hawaiian sugar cane) and ki (*Cordyline fruticosa*)



Kukui (*Aleurites moluccana*)



Māmaki (*Pipturus albidus*)



Niu (Coconut, *Cocos nucifera*)





**Loulu Palm**  
(*Pritchardia remota*,  
*P.napaliensis*)



**Kou**  
(*Cordia subcordata*)



**Lonomea**  
(*Sapindus oahuensis*)



**Koa**  
(*Acacia koa*)



**Hala**  
(*Pandanus tectorius*)



**Monroedendron**  
(*Polyscias racemosa*)



**Ōhi'a lehua**  
(*Metrosideros polymorpha*)



**Alahee**  
(*Pysdrax odorata*)



**'Ohai**  
(*Pandanus tectorius*)



**Koki'o 'ula'ula**  
(*Hibiscus kokio* ssp. *Kokio*)



**Wiliwili**  
(*Erythrina sandwicensis*)



**Koali – Beach Morning Glory**  
(*Ipomoea pes-caprae*)



**'Iliahi – Sandalwood**  
(*Santalum ellipticum*)



May 2021

Figure 13: Recommended Plant Materials for Landscaping  
**Black Pot Beach Park Master Plan**  
Hanalei, Kaua'i

## Park Amenities, Signage and Lighting

Amenities such as **shade pavilions, picnic tables and park benches** provide comfortable picnic and sitting areas for park users. While some of these are shown on the master plan, the actual siting of such amenities is flexible to allow for placement in locations convenient for people to gather. Covered **trash cans and recycling bins** designed to keep rubbish items from blowing out, as well as **drinking fountains**—although not shown on the plan—are assumed.

The existing **horseshoe pit** and horseshoe club space under the shade of the ironwood trees is recognized. Improvements are needed to formally incorporate the horseshoe pit as a permanent recreational feature.

A central location off the main park entrance is designated for a **food truck** to be stationed. A concrete pad and water connection provide convenience for the operator.

A **pavilion** to host family gatherings (for residents to celebrate special events) will be constructed in the mauka section of the park. Community members were concerned that a pavilion would encourage special events, which contradicts with the character desired for the park. The intent of the master plan is to accommodate the individuals and activities that currently use the park, not encourage more activity or attract more people to Black Pot.

Well-designed, appropriately-placed **signage** will define the park entry, give direction for circulation, and instruct appropriate park users' behavior. Interpretive/educational signage to inform park users (e.g., history of the area, cultural and environmental significance, endangered species protection, ORMA rules) is also needed. Signage design should be consistent and uniform throughout the park.



Campsite marker



Entry signage



Sample of signage at Hanalei National Wildlife Refuge

Parking lot and entry lighting will be minimized to only locations and levels needed for security purposes, with full cutoff shielding to minimize potential negative impacts on seabirds and other wildlife. Solar-powered lighting is encouraged to allow for free-standing fixtures independent of permanent electrical system connections.

## Utility Improvements

An engineering report was prepared in 2017 to assess existing utility systems and to identify utility improvements needed for the facilities proposed in the master plan (Esaki Surveying and Mapping, Inc. 2017). The report provided recommendations for water, wastewater, electrical and drainage system improvements, including general descriptions, layouts, and rough cost estimates for improvements and civil work. However, because the analysis was based on the configuration of the original park (i.e., pre-flood conditions), additional engineering analysis will be needed to fully understand the limitations of the current utility systems.

**Water.** Water system improvements will consist of new or upgraded water meters and new connections, and new hydrants connected to a new 8-inch fire line to comply with fire protection standards. Locations for new hydrants will have to be confirmed during the engineering analysis.

**Wastewater.** Sources of wastewater include the two comfort stations and showers, and the boat wash rack. Since a new connection to the county sewer system across the river

is cost prohibitive, on-site individual wastewater treatment is the only available option.<sup>13</sup>

The existing makai comfort station is served by one holding tank and two leachfields. The system, which was upgraded several years ago to add a new leachfield and double the system capacity, requires daily tank monitoring and manually switching the tank pump between the two leachfields when one tank is near capacity. Dedicated (on-site) park personnel are needed to take daily tank readings and monitor switching/pump demands.

The boat wash rack is served by Leachfield B (see Figure 12). Improvements to remove sediment in the storage tanks will remedy overflow issues. Two additional leachfields (A and C) will remain available to service the new boat ramp comfort station.

Given the proximity of the site to sensitive waters and the potential for flooding and coastal erosion, the State Department of Health suggested future septic system improvements use a combination of aerobic treatment units, ultraviolet disinfection lamps, and mounded leach fields. Self-contained incineration toilets were also suggested as a possible alternative.

**Electrical Systems.** New structures including the pavilion will require electrical connections for power and lighting systems. In addition, wooden utility poles may need to be relocated for proposed pavement and sidewalk alignments.

---

<sup>13</sup> Standard septic systems include aerobic septic treatment tanks (necessary because of the proximity to the shoreline) and subsurface leachfields within required setback distances. Large trees require a 10-foot setback from soil absorption systems and a 5-foot setback from treatment units. Treatment unit and absorption systems also require a 50-foot setback from streams and the certified shoreline (HAR Chapter 11-62 Wastewater Systems),

**Flood Elevations.** Structures, including mechanical, electrical and plumbing equipment and fixtures, will be elevated at or above the BFE established by the National Flood Insurance Program and County regulations. The proposed boat ramp comfort station is in a flood zone with a BFE of 13 feet. An elevation certificate showing the lowest floor elevation will be needed for each structure.

## Demand Management

Strategies for park management, which focus on reducing congestion and the growing demands for parking and recreational space, are equally important to the condition of the park as the proposed physical improvements. Reflecting community sentiments that attribute the intensification of park use to the influx of visitors drawn to the beach, strategies reinforce long standing aspirations for a park that serves the local community and promotes access for residents. Successful adoption of such strategies is fundamental to influencing desirable user behaviors:

- Shuttle transportation to serve the North Shore communities
- Off-site locations for special event overflow parking
- A parking fee or permit system that preferentially allocates parking to residents (such as limiting non-resident vehicles to designated sections of the parking lot)
- A community calendar that inventories all North Shore events
- Consistent signage for directions and information to educate about cultural, historical and environmental resources.

Policies to address the visitor industry's impacts on the island's resources requires a collaborative, coordinated effort of the visitor industry, county agencies and the Kauai County Council.

## 6. IMPLEMENTATION PLAN

This master plan serves as the community's tool to help guide the character and quality of future development at Black Pot Beach Park. As the starting point that sets the foundation for future actions, the master plan provides a framework to organize and prioritize the implementing actions that are necessary to build out the facility and physical improvements identified in the plan.

Adequate funding and political support, together with a clear, widely-known strategy for implementation, are key components that enable planning documents to become realities. Although the County DPR is the primary entity responsible for implementing the plan and ensuring that planning efforts continue to move forward and the park improvements are completed, full implementation will require the combined effort of the County together with park users and area residents, and other community members, including elected officials, public agencies and public administrators, community organizations, private (business) entities, and nearby landowners. Given the extent and complexity of the individual actions involved in the land use/development process, implementation will realistically be a lengthy, time-consuming undertaking. Continued participation, cooperation and commitment from all segments of the community will be essential to sustain momentum and ensure that the plan recommendations are completed in a reasonable timeframe.

### 6.1 Implementation Strategy

Table 4 presents an implementation strategy to develop the facility and physical improvements recommended in the master plan. Providing an over-simplified outline of the process, the strategy is presented as a checklist to organize the generalized tasks leading up to project construction.

The implementation process assumes compliance with all applicable Federal, State, and County rules and regulations, including appropriate consultation and coordination with the respective regulatory agencies. Future planning and design efforts should consider the following land use approvals and development permits. These permits and approvals need to be completed before construction can begin:

- Environmental impact statement or environmental assessment prepared in accordance with Chapter 343, Hawai'i Revised Statutes (State of Hawai'i Environmental Impact Statement Law)
- Special Management Area Use Permit for location within the Special Management Area
- Shoreline Certification, and
- County Elevation Certification for development in the flood zone.

The conceptual master plan and implementation strategy (see Table 4) together present a long-range program for the construction of new facilities and physical improvements. Considering that permitting and design are typically lengthy actions that take a few years to complete, a parallel effort of immediate, short-term actions is recommended to address some of the existing concerns about the overall condition of park facilities and to maintain project momentum.

Table 5 presents short-term actions that can be achieved concurrently during the interim while the long-range program is being implemented. While these proposals may require coordination with other agencies, the permitting and environmental review involved in each of these proposals is expected to be minimal to none.

A preliminary cost estimate is presented in Table 6. The costs are rough estimates prepared for preliminary budgeting purposes. Estimates indicate that build-out of the master plan will reach roughly \$5.3 million (without contingency).

## 6.2 Summary of Unresolved Issues

DPR has jurisdiction to plan for and manage the land area within the park boundaries that are owned by the County. Because the beach and surrounding waters of the bay and river are as much a part of Black Pot Beach Park as is the park itself, the resources adjacent to the park lands were often mentioned during planning discussions. The political and jurisdictional boundaries that define the scope of the master plan are invisible and irrelevant, just as the use of the resource is interrelated and inseparable. For example, describing how boats are launched at the river mouth and the need for a functional boat ramp is not possible without mention of the shallow river depth and difficulty navigating the narrow river mouth channel. Similarly, it is not possible to describe the sense of overcrowding and the demand for parking without mention of the commercial activities that launch from the beach.

The issues described in this section are beyond the scope of this master plan and require follow-on action to be resolved.

### **River Mouth and Channel Improvements**

The need to maintain the river mouth and provide access to the ocean is an unresolved issue that has long affected fishermen and boaters. Concerns about providing access to the ocean include river dredging, installing channel navigation markers and lights, improving water quality, and removing breakwaters near the river mouth. All of these are valid concerns that need to be addressed independently.

### **Future Ownership of the Site Occupied by Nāmolokama Canoe Club**

This privately-owned, one-acre parcel is completely surrounded by the beach park. Representatives of Nāmolokama have expressed a desire to move from this location, which has become highly visible and congested since the park re-opened. Located directly adjacent to Weke Ramp with its own river access, this parcel would be a prime addition to the beach park as an open, grassy area for general park use and picnics. Although the landowner had previously indicated long-term plans to maintain the recreational use of the parcel, future plans for this property are now indefinite and unclear.

### **Parking and Transportation Solutions for Weke Road**

Cars parking illegally on neighboring roads (and within the beach park) are a long-standing problem that has yet to be resolved. A number of ideas to improve parking and ease congestion levels on Weke Road were suggested during the community consultation process. These suggestions, which may be the basis for future discussions, are as follows:

- Install design solutions to keep cars from parking along the shoulder include fencing within the road shoulder, roadway striping, boulders or bollards along the shoulders, and signage

- Increase parking enforcement presence
- Adopt transportation demand management strategies to reduce dependency on personal vehicles. Ideas include: (1) encouraging visitors to use alternative modes of transportation instead of rental cars; (2) regulating the island’s rental car inventory; (3) adding bicycle lanes and pedestrian facilities throughout Hanalei; and (4) connecting Princeville and Black Pot Beach Park with a river crossing (i.e., bridge structure or ferry)
- Construct roadway improvements such as roundabouts to improve traffic flow
- Enact “resident-only parking zones” on neighborhood streets to discourage park users from spilling over into the neighborhood (This anticipates that any parking fee or permit system within the beach park will inevitably lead to more park users parking their cars on Hanalei’s streets).

A larger-scale initiative involving other county agencies and the Kaua’i County Council is needed to effectively address parking demand and traffic congestion that has consistently overwhelmed the surrounding neighborhood. Parking and transportation policies for public roadways are beyond the Department of Parks and Recreation’s jurisdiction, and in some instances, may require regional or islandwide policy decisions.

Table 4: Implementation Strategy

Action	Lead Implementing Parties	Permitting or Approving Agency	Typical Duration (assumes funding availability)
Acquire ownership control of pier approach and riverfront accreted land (TMK parcel 5-5-001:008; riverfront)	County Attorney DPR	State DOT State DLNR	N/A
Secure funding for land use and permitting approvals	DPR County Council	N/A	N/A
Complete land use and permitting approvals <ul style="list-style-type: none"> <li>• Chapter 343 HRS environmental review</li> <li>• SMA Use Permit</li> </ul>	DPR	DPR, OEQC Planning Dept.	12-18 months
Secure funding for design, permitting and construction of major projects (e.g., bathroom, parking, boat launch facility, pavilions, landscaping)	DPR County Council		
Complete design and permitting for major projects <ul style="list-style-type: none"> <li>• Shoreline Certification</li> <li>• Flood elevation certificate</li> <li>• Building, zoning and engineering permits</li> </ul>	DPR	State DLNR Public Works Dept. Public Works Dept. Planning Dept.	12-18 months
Complete construction	DPR		6-12 months



Table 5: Short-Term Actions

Action	Leading Implementing Parties	Potential Supporting Parties
<b>PARKING</b>		
Support North Shore shuttle service	Office of Economic Development, County Transportation Office	Hanalei Initiative, community organizations, area hotels and businesses
Require off-site locations for special event overflow parking, if needed	DPR	area hotels and businesses
Install a parking fee or permit system to prioritize parking availability for residents	DPR, Kaua'i County Council	
Organize a regional calendar of community events (to reduce congestion by limiting the number of events held on the same day)	Office of Economic Development, DPR	
<b>SIGNAGE</b>		
Install interpretive/educational signage for cultural, historical and environmental resources	DPR	DLNR, USFWS
<b>OPERATIONS AND MAINTENANCE</b>		
Enforce park operating hours	DPR	DLNR, DOFAW, Police Department
Establish policies and procedures for canoe storage	DPR, Kaua'i County Council	
Review existing rules for camping; revise as needed	DPR	
Increase park maintenance services	DPR	
Replace existing trash cans with larger, covered receptacles	DPR	
Provide lifeguard tower and services	Fire Department	
Increase enforcement activities and park security	DPR	DLNR, DOFAW, Police Department
Establish public-private partnerships or adopt-a-park programs for park maintenance	DPR	community organizations, area hotels and businesses
Work with Nāmolo-kama Canoe Club to establish terms for future relocation	County Attorney, DPR	Nāmolo-kama Canoe Club

**Table 6: Preliminary Cost Estimate**

Item	Estimate
<b>ON-SITE IMPROVEMENTS</b>	
Clearing and grubbing	\$29,000
Excavation and embankment	\$70,000
Grassing	\$37,000
Concrete walkways	\$35,000
Landscaping	\$80,000
Picnic pavilions	\$300,000
Furniture (benches, bike rack, trash cans)	\$15,000
Lighting	\$12,000
Signage	\$5,000
Canoe storage	By others
Comfort station (medium)	\$800,000
Pavilion	\$500,000
Boat ramp concrete	\$50,000
Demolish and remove abandoned canoe hālau structures	\$30,000
<b>PARKING, CIRCULATION AND UTILITIES</b>	
Pavement, base course, striping	\$1,758,000
Crushed gravel parking	\$288,000
Fencing and gates	\$25,000
Potable water system	\$155,000
Fire protection (3 fire hydrants and 8" fire line)	\$74,000
Drainage system (bioswale)	\$125,000
Wastewater system (and boat wash leachfield)	\$284,000
Erosion control	\$20,000
Relocate power poles	\$45,000
<b>PERMITTING AND DESIGN FEES</b>	
Permitting fees	\$240,000
Design fees (arch, civil, mech, landscape)	\$300,000
<b>TOTAL (without contingency allocation)</b>	<b>\$5,277,000</b>

## 7. REFERENCES

- 1000 Friends of Kaua'i. 1987. *The Hanalei Cultural Landscape Survey: Report of findings and significance / 1000 Friends of Kaua'i and Land and Community Associates*. Lihu'e: Hanalei Project Records, Kaua'i Historical Society.
- Clark, John R. K. 1990. *Beaches of Kaua'i and Ni'ihau*. Honolulu: University of Hawai'i Press.
- Cooperative Conservation America. 2017. "American Heritage Rivers Initiative." (Accessed August 7, 2017). [www.cooperativeconservation.org/viewproject.aspx?id=916](http://www.cooperativeconservation.org/viewproject.aspx?id=916)
- County of Kaua'i. 1972. *North Shore Development Plan*. Prepared by Joint Venture of Muroda and Itagaki, Inc. and Eckbo, Dean, Austin and Williams, Inc.
- County of Kaua'i Department of Parks and Recreation. 2013. *Kaua'i Parks & Recreation Master Plan*. Prepared by Kimura International, Inc.
- County of Kaua'i Planning Department. 1980. *North Shore Development Plan Update: Includes Kilauea*. Prepared by Wilson Okamoto and Associates, Inc.
- County of Kaua'i Planning Department. 2000. *Kaua'i General Plan*.
- Kaua'i Kakou: County of Kaua'i Planning Department. 2014. *Kaua'i General Plan Update: Socioeconomic Analysis and Forecasts*. Prepared by SMS Consultants.
- County of Kaua'i Planning Department. 2015. *Kaua'i Kakou: Issues and Opportunities, Kaua'i General Plan Update*. Prepared by SSFM International, Inc.
- County of Kaua'i Planning Department. 2017. *Kaua'i County General Plan Departmental Draft*.
- Cultural Surveys Hawai'i. August 2017. *Archaeological Inventory Survey Report for the Hanalei Black Pot Park Expansion, Hanalei Ahupua'a, Hanalei District, Kaua'i* TMKs: [4] 5-5-001: 004, 005, 008, 011, 033, 034, 049, as well as accreted land and beach sands. Prepared for HHF Planners.
- Esaki Surveying and Mapping, Inc. 2017. *Engineering Report Hanalei Black Pot Beach Park*. Prepared for HHF Planners.
- Federal Emergency Management Agency. Revised September 16, 2005. *National Flood Insurance Program Flood Rate Insurance Map Panel 1500020055E*.
- Furfaro, Jay. June 2015. Personal communication.
- Hanalei Watershed Hui. 2012. *Watershed Management Plan for Hanalei Bay Watershed*. Prepared by Sustainable Resources Group International.
- Harrington, Daniel. 2008. *Hanalei: A Kaua'i River Town*. Honolulu: Mutual Publishing.
- Hawai'i Climate Change Mitigation and Adaptation Commission. 2021. *State of Hawai'i Sea Level Rise Viewer*. Version 1.04. Prepared by the Pacific Islands Ocean Observing System (PACIOOS) for the University of Hawai'i Sea Grant College Program and the State of Hawai'i Department of Land and Natural Resources, Office of Conservation and Coastal Lands, with funding from National Oceanic and Atmospheric

Administration Office for Coastal Management Award No. NA16NOS4730016 and under the State of Hawai'i Department of Land and Natural Resources Contract No. 64064. [hawaii.sealevelriseviewer.org](http://hawaii.sealevelriseviewer.org)

Hawai'i State Archives. *On-line Digital Photograph Collection*. Last accessed August 7, 2017. [ags.hawaii.gov/archives/about-us/photograph-collection/](http://ags.hawaii.gov/archives/about-us/photograph-collection/)

Hospitality Concepts, Ltd. Historic Overview of Kaua'i's North Shore.

Kaua'i County Council. *Kaua'i County Code*. <http://qcode.us/codes/kauaiconty/>

Kumu Pono Associates. 2003. *A History of Fishing Practices and Marine Fisheries of the Hawaiian Islands* Compiled from Oral History Interviews with Kūpuna and Kama'āina: Volume II - Oral History Interviews. Prepared for The Nature Conservancy.

"Limit Access to Hā'ena Park." *Honolulu Star-Advertiser*, July 28. Last accessed August 7, 2017.

NSW Government Transport Roads and Maritime Services. 2015. *NSW Boat Ramp Facility Guidelines*. North Sydney NSW: Roads and Maritime Services. [www.rms.nsw.gov.au/documents/maritime/projects/better-boating-program/nsw-boat-ramp-facility-guidelines.pdf](http://www.rms.nsw.gov.au/documents/maritime/projects/better-boating-program/nsw-boat-ramp-facility-guidelines.pdf)

National Park Service. 1991. *Historic American Engineering Record No. HI-17, Hanalei Pier in Hanalei Bay off Weke Road, Hanalei, Kaua'i County, Hawai'i*. Prepared by Norman Shiroma, DLNR Division of State Parks. [www.loc.gov/item/hi0207/](http://www.loc.gov/item/hi0207/)

National Park Service Rivers, Trails & Conservation Assistance Program. 2004. *Logical Lasting Launches: Design guidance for canoe and kayak launches*. [www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf](http://www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf)

North Shore Charter Boat Association. 1991. Addendum to Draft Environmental Impact Statement Hanalei Excursion Boat Staging Operations Hanalei, Kaua'i TMK 5-5-01: 33, 5-5-01: 2 (por.). Prepared by Wilson Okamoto & Associates, Inc.

North Shore Charter Boat Association. 1990. Draft Environmental Impact Statement Hanalei Excursion Boat Staging Operations Hanalei, Kaua'i TMK 5-5-01: 33, 5-5-01: 2 (por.). Prepared by Wilson Okamoto & Associates, Inc.

Sea Engineering. October 2016. Black Pot Beach Park Coastal Assessment, Hanalei, Kaua'i, Hawai'i. Prepared for HHF Planners.

Shimogawa, Duane. 2015. "Hot Market at a High Price." *Pacific Business News*, May 15.

State of Hawai'i Department of Business, Economic Development and Tourism. 2011. *2010 Census Demographic Profile (DBEDT Analysis May 19, 2011)*. [http://files.hawaii.gov/dbedt/census/Census\\_2010/demographic/2010\\_Census\\_Demo\\_Profile.pdf](http://files.hawaii.gov/dbedt/census/Census_2010/demographic/2010_Census_Demo_Profile.pdf)

State of Hawai'i Department of Business, Economic Development and Tourism Research and Economic Analysis Division, Statistics and Data Support Branch. 2017. *State of Hawai'i Data Book 2016: A Statistical Abstract*. Honolulu.

- State of Hawai'i Department of Business, Economic Development and Tourism Office of Planning, and the Department of Land and Natural Resources. 2007. *Report to the Hawai'i Department of Land and Natural Resources: Recommended Strategies for Addressing Ocean Recreation User Conflicts*. Report prepared pursuant to NOAA Award No. NA05NOS4191060 by CSV Consultants.
- State of Hawai'i Department of Health Disability and Communication Access Board. 2017. *Hawai'i Outdoor Developed Areas Accessibility Guidelines, Effective January 2, 2017*. [health.hawaii.gov/dcab/files/2016/05/HODAAG-Guidelines-Final-Accessible.pdf](http://health.hawaii.gov/dcab/files/2016/05/HODAAG-Guidelines-Final-Accessible.pdf)
- State of Hawai'i Department of Land and Natural Resources Division of State Parks. 1990. *Final Environmental Impact Statement for Hanalei Pier Reconstruction, Hanalei, Kaua'i*.
- State of Hawai'i Department of Land and Natural Resources Division of State Parks. 2015. *Hā'ena State Park Master Plan Draft Environmental Impact Statement*. Prepared by PBR Hawaii and Associates, Inc.
- Tummons, Patricia. 1997. "A Brief History of Tour Boats on the North Shore of Kaua'i." *Environment Hawai'i*, December. [www.environment-hawaii.org/?p=3446](http://www.environment-hawaii.org/?p=3446)
- Tummons, Patricia 1994. "Owners of Hanalei Boatyard Allege Former Mayor Promised Them Profits." *Environment Hawai'i*, January. [www.environment-hawaii.org/?p=3705](http://www.environment-hawaii.org/?p=3705)
- U.S. Army Corps of Engineers Honolulu District. April 13, 2017. Department of the Army General Permit GP 2011-001 Maintenance Clearing of Rivers, Streams, Storm Drains, and Beach Areas in the State of Hawai'i (Modification). [www.poh.usace.army.mil/Portals/10/docs/publicnotices/GP2011\\_001\\_Extensionwatt.pdf](http://www.poh.usace.army.mil/Portals/10/docs/publicnotices/GP2011_001_Extensionwatt.pdf)
- U.S. Department of the Interior U.S. Geological Survey. 2002. *Atlas of Natural Hazards in the Hawaiian Coastal Zone, Geologic Investigations Series I-2761*. Prepared by Charles H. Fletcher III, Eric E. Grossman, Bruce M. Richmond and Ann E. Gibbs in cooperation with the University of Hawai'i, State of Hawai'i Office of Planning, and National Oceanic and Atmospheric Administration. Denver: U.S. Government Printing Office. [pubs.usgs.gov/imap/i2761/sections/2\\_Kauai.pdf](http://pubs.usgs.gov/imap/i2761/sections/2_Kauai.pdf)
- University of Hawai'i Sea Grant College Program. Kaua'i General Plan Update Technical Study: Kaua'i Climate Change and Coastal Hazards Assessment. Prepared for the County of Kaua'i. June 2014.
- Wilcox, Carol and Don Hibbard. 1979. *National Register of Historic Places Inventory–Nomination Form Hanalei Pier*. [npgallery.nps.gov/GetAsset/4b61e3d2-c089-4554-91b0-69efd0d295f7/](http://npgallery.nps.gov/GetAsset/4b61e3d2-c089-4554-91b0-69efd0d295f7/)



**County of Kaua'i  
Department of  
Parks and Recreation**