

IV. FOUNDATION FOR CORA RULES FORMULATION: FIELD OBSERVATIONS AND FOCUS GROUP MEETINGS

A. INTRODUCTION

The formulation of rules for CORA should consider broad regulatory provisions applicable to all beach parks, as well as specific provisions applicable to each of the individual beach parks. Such specific provisions would, for example, address environmental and park infrastructure opportunities and constraints as described in the previous chapter, as well as park operational conditions which would affect both CORA and non-CORA users.

This chapter seeks to address park operational conditions which can be better managed through rules formulation for CORA. For purposes of this report, “Operational Conditions” are those conditions experienced at the parks which indicate a need for a management or regulatory framework to ensure an optimum recreational experience for all users. As an example, evidence of park infrastructure constraints (e.g., parking) at a specific park location due to multiple CORA activities combined with heavy non-CORA use, may suggest a need to establish scheduled use of beach park facilities through provisions set forth by rules.

The information provided in this chapter, therefore, is designed to provide the basis for structuring rules that advance the intent of Chapter 13.04.255 of the Maui County Code, which is:

...to fairly and effectively regulate commercial ocean recreational activity to ensure that County beach parks and other County property are utilized for the community's maximum recreational, environmental, and economic benefit.

B. METHODOLOGY

The need to establish rules and regulations arises from issues and concerns which detract from the objective of ensuring public health, safety and welfare at County beach parks. With respect to issues and concerns relating to CORA, operational conditions which suggest the need for regulatory management have been identified through field observations and input received by CORA operators.

1. Field Observations

Field observations involved visits to 15 of the 17 selected County beach parks to record activities and to note issues and conflicts occurring at the respective parks. It is noted that site observations were not conducted at Waihee or Hana Bay Beach Parks due to the relatively low level of CORA activity occurring at these sites. Visits were typically conducted during the early morning to mid-day time frames (7:00 a.m. to noon) to observe early morning CORA and public use activities, as well as mid-day CORA and public use activities. In some instances, early afternoon observations were needed to consider conditions during afternoon peak use conditions. A minimum of one (1) weekday visit and one (1) weekend visit were made to each of the beach parks. In addition, park observations were also noted during the separate data collection site visits used in conjunction with the completion of the beach park assessments in Chapter 3. Field observations at high use parks, such as Makena Landing, Ulua/Mokapu, Kalama, Kanaha and Kamehameha Iki, were conducted on a minimum of three (3) separate occasions. To increase the reliability of the field observations, results from the CORA survey (Chapter 2) were utilized to identify those times of day when individual parks were utilized the most by CORA operators.

Site observations from each of the beach parks were discussed with Department representatives familiar with field conditions who provided additional input and corroborated observed issues and concerns.

For the three (3) beach parks where Ocean Safety Officers (OSOs) are stationed (Kanaha, Hanakao'o, and D.T. Fleming), interviews with the on-duty OSOs were also conducted to provide additional information regarding park-specific operational conditions.

A recognized limitation of the park visit approach is that observations represent a "point-in-time" set of conditions. Illustrative of this limitation is the need to consider weather conditions affecting park use characteristics by both CORA and the general public. To ensure that limitation on park use attributed to weather conditions was minimized, site visits were scheduled on those days where weather conditions were generally favorable for beach park activities. Additionally, input received from OSOs and the Department representatives familiar with field conditions provided a longer-term perspective of potential regulatory considerations.

2. CORA Focus Group Meetings

Input from CORA operators was solicited to better define regulatory needs. A series of focus group meetings were held for six (6) separate CORA activity groups. The focus group meetings were conducted as summarized in Table IV-1.

Table IV-1

CORA FOCUS GROUP MEETINGS		
<i>Meeting Date and Time</i>	<i>CORA Activity Discussed</i>	<i>Number of Attendees</i>
May 24, 2005; 5:30 p.m. to 7:00 p.m.	Snorkeling	Four (4)
May 24, 2005; 7:00 p.m. to 8:30 p.m.	Scuba Diving	Eight (8)
May 25, 2005; 5:30 p.m. to 7:00 p.m.	Kayaking	Six (6)
May 25, 2005; 7:00 p.m. to 8:30 p.m.	Surfing	Six (6)
May 26, 2005; 5:30 p.m. to 7:00 p.m.	Kiteboarding	Seven (7)
May 26, 2005; 7:00 p.m. to 8:30 p.m.	Windsurfing	Five (5)

The objective of each focus group meeting was to gain a better understanding of CORA operator perspectives on opportunities and limitations at each of the County beach parks for which operators have existing permits. The meetings were conducted under a structured group format wherein seven (7) questions were posed and written responses received. The questions posed to each focus group are listed below.

QUESTION NO. 1: Which County-owned beach parks on Maui has your company operated at over the past year?

QUESTION NO. 2: What are the general advantages of conducting CORA operations at County-owned beach parks on Maui?

QUESTION NO. 3: Are there specific advantages/features at the beach parks noted in question no.

1 that make them more beneficial or attractive to your company for CORA operations?

QUESTION NO. 4:

What problems, in general, are limiting your company's ability to provide CORA services to visitors at County-owned beach parks on Maui?

QUESTION NO. 5:

What site-specific problems and/or limitations does your company experience at each of the beach parks noted in question no. 1?

QUESTION NO. 6:

What should be done to help facilitate CORA operations, in general, at County-owned beach parks on Maui?

QUESTION NO. 7:

Do you have any site-specific suggestions that would help facilitate CORA operations at each of the beach parks noted in question no. 1?

The responses to each of the seven (7) questions for each focus group meeting have been summarized and are attached as Appendix "D".

Following the question and written response phase of the meeting, an open discussion format was conducted to solicit more detailed information regarding park-specific issues and concerns identified in question no. 5 noted above. Finally, general comments and recommendations regarding other aspects of County beach park use were received at the end of each focus group meeting. The additional information provided during the discussion phase of the meetings has also been summarized and is also provided in Appendix "D".

C. RESULTING RECOMMENDATIONS

Utilizing the information gathered and assessed through field observations, interviews with OSOs, meetings with department staff, focus group input, the CORA operator survey and the beach park assessments, a series of recommendations were developed to address park management issues associated with CORA use. The recommendations contained within this report served as the basis for formulating draft administrative rules which advance the purpose and intent of Chapter 13.04.255 of the Maui County Code.

D. FIELD OBSERVATIONS AND FOCUS GROUP FINDINGS

Results of the field observations and focus group meetings are presented in this section. It is noted that results of field observations documented in this section do not include information collected from site visits conducted during the separate data collection phase that was completed for the beach park assessments. The information gathered and received for each of the 17 County beach parks selected for this study, together with the results of the focus group meetings, have been used to formulate a set of management recommendations for each park included within the scope of this study. Applicable recommendations will be used to formulate rule provisions designed to address park management issues at County-owned beach parks on the island of Maui.

1. Kihei-Makena Community Plan Beach Parks

a. Memorial Beach Park

(1) Field Observation Overview

Memorial Beach Park was visited on six (6) separate occasions as summarized in Table IV-2.

Table IV-2

MEMORIAL BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday, May 20, 2005; 2:10 PM	Clear, strong south wind	22 vehicles	1 Kayak, no patrons	Windsurfing
Sunday, May 22, 2005; 12:30 PM	Clear, mild breeze, low surf	11 vehicles	None	Picnicking, Swimming, Walking
Thursday, June 9, 2005; 12:25 PM	Clear, mild breeze, low surf	12 vehicles	None	Picnicking, Swimming, Walking
Friday, June 10, 2005; 12:50 PM	Clear, moderate breeze, 2-3 ft surf	12 vehicles	1 Kayak, no patrons	Picnicking, Swimming, Walking
Friday, June 10, 2005; 1:05 PM	Clear, moderate breeze, 2-3 ft surf	12 vehicles	1 Kayak and Surf, no patrons	Picnicking, Swimming, Walking
Saturday, June 25, 2005; 10:45 AM	Sunny, mild breeze, low surf	14 vehicles	None	Picnicking, Swimming, Walking

(2) Pertinent Park Characteristics

Memorial Beach Park is located near the north end of South Kihei Road. It is bounded on the east by South Kihei Road and on the north, south and west by beaches.

The area of the park that is vegetated covers a narrow strip of land no more than 20 yards from South Kihei Road.

There is one (1) paved parking area located on the north end of the park that accommodates ten (10) cars when parked end on facing the beach. This lot is fairly shallow and cannot safely accommodate a CORA operator pulling a trailer.

People using Memorial Beach Park also park in an unpaved area under the trees immediately south of the park. It can accommodate approximately 30 vehicles. There is a sign posted in this area for emergency vehicle parking. There is a portable toilet facility near the unimproved parking lot.

The unimproved parking area can accommodate CORA vehicles pulling trailers if they park roughly parallel to the road. This area has been subject to heavy erosion, presumably due to traffic movements within the parking area.

It should be noted that reversing out of any of the parking areas onto South Kihei Road is risky, as there is often a long line of traffic passing through this area. Vehicular speeding along this stretch of South Kihei Road also limits ingress and egress maneuvering at the park.

There are power poles adjacent to Memorial Beach Park with guy lines for stabilization and power lines running over head from these poles across South Kihei Road and along the mauka side of the roadway.

The presence of these lead to some safety concerns, particularly for kiteboarding operations.

(3) Park Observations

- (a) CORA operators were seen at Memorial Beach Park during three (3) out of the six (6) field observation visits. Observed operators appeared to have no patrons and no CORA operations were in progress.
- (b) This park is steadily used by residents and visitors during the week, and heavily used on the weekend and holidays. On the one (1) day with strong south wind when this park was observed, many private windsurfing rental vans were there but none were determined to be CORA windsurfing operations.
- (c) Memorial Beach Park is favored by kiteboarders and windsurfers on days with strong south winds. Presumably, this applies to CORA kiteboarding and windsurfing operators as well.
- (d) Memorial Beach Park is not a particularly safe location for young children due to the proximity of South Kihei Road.
- (e) The beach park is convenient for CORA operators who must carry heavy equipment because there is a very short distance between the parking areas and the beach/ocean.
- (f) It is centrally located and easy for CORA patrons to identify when meeting operators for a tour or lesson.
- (g) Memorial Beach Park may be a good place to attract patrons since it is close to a heavily used highway in a popular tourist area.

(4) Focus Group Meeting Results

Comments received on Memorial Beach Park at the six (6) focus group meetings are summarized below:

- (a) Kiteboarding is relatively safe at Memorial Beach Park if short lines are used.
- (b) Memorial Beach Park is an appropriate site for kiteboarding only under specific meteorological conditions such as Kona winds.
- (c) The number of launch areas that provide safe entry and exit is limited.
- (d) The proximity of power lines and traffic on South Kihei Road poses potential safety and liability concerns to kiteboarders and others in the vicinity.
- (e) If the Federal Aviation Administration (FAA) were to completely ban kiteboarding activities at Kanaha Beach Park, Memorial Beach Park would be the only other beach park that has conditions conducive to kiteboarding.
- (f) The beach park can become crowded when wind conditions are good, but user groups generally respect each other's space.
- (g) Parking can be inadequate during periods of peak usage.
- (h) Local schools take up a large area of the beach, but CORA operators are in water during this time so conflicts are minimized.
- (i) Waipuilani and Memorial beach parks are used as alternate locations to Kanaha Beach Park by windsurfers during south (Kona) wind conditions.
- (j) Some windsurfing patrons specifically request

South Maui locations for instruction; one (1) CORA operator estimates 10 percent of his business occurs in South Maui, which represents a substantial amount for a small business.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: LIMIT LINE LENGTHS FOR KITE BOARDING ACTIVITIES

The prohibition of long kite lines beyond a specified length to minimize potential conflicts with overhead utility lines and South Kihei Road traffic is considered appropriate. It is noted that restricting line lengths at Memorial Beach Park would encourage the use of Waipuilani Beach Park for these activities on days when there is a strong south wind, where the grassy recreational area provides a more substantial buffer between ocean activities and utility line and traffic hazards.

RECOMMENDATION NO. 2: LIMIT CORA OPERATIONS AT MEMORIAL BEACH PARK TO WEEKDAYS

As Memorial Beach Park receives heavy use from local residents on weekends, CORA use of this park should be restricted to weekdays.

RECOMMENDATION NO. 3: CONSTRUCT SURFACE IMPROVEMENTS AT THE SOUTH PARKING AREA AND IMPLEMENT A DUNE RESTORATION PROGRAM

The localized vegetation and dune system around the south parking area is demonstrating signs of

significant erosion. Considering how little beach and land lie between the shoreline and South Kihei Road, protection of this area against further erosion through both surface improvements and implementation of a dune restoration program is recommended.

b. Waipuilani Beach Park

(1) Field Observation Overview

Waipuilani Beach Park was visited on eight (8) separate occasions as summarized in Table IV-3.

Table IV-3

WAIPUILANI BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday, May 6, 2005; 12:00 PM	Sunny, mild breeze, light surf	4 vehicles	None	Picnicking, Sunbathing
Saturday, May 14, 2005; 12:00 PM	Sunny, mild breeze, light surf	6 vehicles	None	Picnicking, Sunbathing, Swimming, Walking
Friday, May 20, 2005; 10:10 AM	Sunny, steady breeze, low surf	7 vehicles	None	Fishing, Walking
Friday, May 20, 2005; 12:05 PM	Sunny, strong south wind	8 vehicles	None	Kiteboarding, Picnicking, Swimming, Walking
Sunday, May 22, 2005; 12:30 PM	Sunny, light breeze	25 vehicles	None	Fishing, Picnicking, Swimming, Walking
Thursday, June 9, 2005; 12:25 PM	Sunny, mild breeze	4 vehicles	None	Sunbathing, Swimming
Friday, June 10, 2005; 12:55 PM	Sunny, strong gusty wind	5 vehicles	None	Sunbathing, Swimming
Saturday, June 25, 2005; 10:55 AM	Sunny, mild breeze, low surf	18 vehicles	Surfing	Picnicking, Sunbathing, Swimming, Walking

(2) Pertinent Park Characteristics

Waipuilani Beach Park is located in the north Kihei area immediately west (makai) of the Maui Sunset Condominiums and South Kihei Road. It is bounded on the north by other condominium complexes and on the south by East Waipuilani Road and private residences.

The designated, paved parking area for Waipuilani Beach Park is located on the south end of the park off East Waipuilani Road. A restroom facility is located adjacent to the parking area.

(3) Park Observations

- (a) Over the time period when these observations were conducted, a single CORA surfing operation was observed at Waipuilani Beach Park on one (1) occasion.
- (b) During the above-noted surf operation, the CORA operator parked outside the regular parking area and met his two (2) patrons who parked in the parking lot. There were no conflicts noted for this operation.
- (c) This park is only lightly used during the week, but is heavily used by local residents on the weekend. It appears to receive minimal tourist traffic.
- (d) During the weekdays there is parking available at Waipuilani Beach Park. Even if the internal parking becomes limited, additional roadside parking exists along East Waipuilani Road.
- (e) In addition to Memorial Park, Waipuilani Beach Park is also utilized by kiteboarders and windsurfers on days with strong south (Kona) winds. Presumably, this applies to CORA kiteboarding and windsurfing operators as well. It is noted that local side-shore wind conditions, suitable for both kiteboarding and windsurfing, are common along the Kihei coastline.
- (f) Of these two (2) parks, Waipuilani Beach Park is the safer location. The beach at Waipuilani Beach Park is located several hundred yards from South Kihei Road, whereas, the beach at Memorial Beach Park is located approximately

20 yards from South Kihei Road near overhead utility lines. It is noted, however, that during certain low tide conditions, Waipuilani Beach Park is unsuitable for certain types of ocean recreational activities.

- (g) CORA windsurfing operators may prefer Memorial Beach Park to Waipuilani Beach Park due to the shorter distance from the parking areas to the beach. This is a significant consideration for windsurfing operations, as that activity requires a lot of equipment that can be heavy and is difficult to carry when it is fully assembled, particularly in high winds.

(4) Focus Group Meeting Results

Comments received on Waipuilani Beach Park at the six (6) focus group meetings are summarized below:

- (a) The quantity of designated parking available at Waipuilani Beach Park is insufficient during high use conditions on weekends.
- (b) Waipuilani and Memorial Beach Parks are used as alternate locations by windsurfers, especially during south (Kona) wind conditions.
- (c) Some windsurfing patrons specifically request South Maui locations for instruction; one (1) CORA operator estimates 10 percent of his business occurs in South Maui, which represents a substantial amount for a small business.
- (d) The suitable area for kiteboarding at Waipuilani Beach Park is significantly reduced during very low tides.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: INSTALL A DESIGNATED WALKWAY FROM THE PARKING AREA TO THE BEACH AND PROHIBIT EQUIPMENT FROM BEING DRAGGED ON PARK GROUNDS

If an increase in CORA use at Waipuilani Beach Park is projected, the installation of a designated walkway allowing both CORA operators and other park users to easily transfer equipment to the beach would help protect the park infrastructure. A requirement for CORA operators to either carry or utilize handtrucks to transfer equipment between the parking lot and beach is recommended to help minimize visitor-led erosion across open space areas.

CORA operators should be required to ensure that all handtrucks are stored in the CORA operator's vehicle when not in use.

RECOMMENDATION NO. 2: LIMIT CORA OPERATIONS AT WAIPUILANI BEACH PARK ON WEEKENDS

As Waipuilani Beach Park receives high use from residents during weekends, restrictions on CORA use during specified peak usage periods should be implemented.

c. **Kalama Beach Park**

(1) **Field Observation Overview**

Kalama Beach Park was visited on four (4) separate

occasions as summarized in Table IV-4.

Table IV-4

KALAMA BEACH PARK FIELD OBSERVATION SUMMARY				
Date and Time of Field Visit	Weather Conditions	Total No. of Parked Vehicles Observed¹	CORA Activities Observed	Non-CORA Activities Observed
Friday, May 20, 2005; 6:40 AM to 12:30 PM (non continuous)	Partly cloudy, and light breeze early. Increasing clouds and wind through the morning. No Rain	42 vehicles	Surfing	Fishing, Jogging, Picnicking, Park Games, Reading, Skating, Sunbathing, Tree Trimming, Volleyball, Walking
Sunday, May 22, 2005; 12:40 PM	Clear and calm	79 vehicles	None (CORA operations currently prohibited on Sundays)	Fishing, Picnicking, Park Games, Skating, Swimming, Sunbathing, Surfing, Volleyball, Walking
Thursday, June 9, 2005; 10:30 to 11:20 AM	Sunny, hot, mild surf, Kona winds	39 vehicles	Surfing	Fishing, Picnicking, Park Games, Skating, Swimming, Sunbathing, Surfing, Walking
Saturday, June 25, 2005; 11:00 to 11:35 AM	Sunny, mild breeze, low surf	38 vehicles	Surfing	Fishing, Picnicking, Park Games, Skating, Swimming, Sunbathing, Surfing, Volleyball, Walking
¹ Vehicle counts were confined to the southernmost parking lot (approximately 100 stalls) at Kalama Beach Park as it is this area that is predominantly utilized by CORA operators.				

(2) Pertinent Park Characteristics

Kalama Beach Park is located in Kihei, north of the Kamaole Beach Parks and is situated adjacent to Cove Beach Park to the south. It is bounded by

South Kihei Road on the east side.

Although the shallow areas just beyond the shoreline have sandy bottoms, there is very little exposed beach along the coastline of this park. The shoreline consists of a rock revetment that runs adjacent along the majority of the park. Users must either climb over the rocks and boulders or use designated access ramps, which tend to be slippery, to access the water, making it challenging for certain user groups, such as elderly people and young children, to enter the ocean safely.

The park can be conveniently divided into three (3) areas: north, central and south. The north end of the park features sports facilities, including a little league baseball field with stands and basketball courts, as well as a large recreational pavilion that can be reserved for group activities. This area of the park is accessible from a parking lot that extends from South Kihei Road most of the distance to the shoreline. The parking lot entrance is on the makai side of a “T” intersection between Keala Place and South Kihei Road, where there is a traffic signal.

The north end of the park and the parking lot adjacent to it are separated from the central and south regions of the park by a drainage channel that is partially fenced off. Along the shoreline where the channel meets the water, there is a small beach and a break

in the revetment.

The central and south areas of the park are divided by manmade features. The central area of the park has male and female restroom facilities open to the public, showers, a covered pavilion with picnic tables, a skateboarding park, and a large playground area. The south area includes a beach volleyball court and additional restroom facilities.

The central and south regions of the park are both accessible from a parking lot that runs parallel to South Kihei Road. There are two (2) access points to the lot, one (1) at either end. The north entrance of the lot is immediately south of the traffic signal at Keala Place and South Kihei Road.

A sign posted near the shoreline informs operators that CORA activities are prohibited from the sand beach at Cove Park to the southernmost parking area adjacent to South Kihei Road.

(3) Park Observations

- (a) Over the time period when these observations were conducted, only CORA surfing was observed at Kalama Beach Park.
- (b) Kalama Beach Park was consistently observed to be heavily used by surfers. Most of them are visitors who are either CORA patrons or have rented equipment either from CORA operators in the park or from rental companies along South Kihei Road.

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- (c) During the week, CORA surf activities do not seem to conflict with other users of the park. However, on weekends the CORA operations and rental user group may be limiting the space available to other park users by occupying parking lot stalls and grassy recreational space.
 - (d) Non-permitted equipment rentals and solicitation activities were consistently observed at Kalama Beach Park.

(4) Focus Group Meeting Results

Comments received on Kalama Beach Park at the six (6) focus group meetings are summarized below:

- (a) Large surf schools are not a problem at Kalama Beach Park because the size of the park provides ample space for lessons.
- (b) The ramps providing access to the ocean across the revetment are unsafe.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: PROHIBIT CORA ACTIVITIES ON HIGH ACTIVITY WEEKENDS

Limiting CORA operations at Kalama Beach Park on pre-determined and specified weekends would minimize conflict opportunities and ensure public access during the busy weekend days. For example, CORA activities should be prohibited during weekends having scheduled special events, such as the Annual Whale Day Festival.

RECOMMENDATION NO. 2: ENFORCE PROHIBITION OF ILLEGAL SOLICITATION AND EQUIPMENT RENTAL ACTIVITIES WITHIN KALAMA BEACH PARK

Park Enforcement Officers should regularly monitor Kalama Beach Park for violations of CORA rules. Permits should be permanently revoked for repeat offenses of illegal solicitation by CORA operators.

d. Keawakapu (I and II) Beach Park

(1) Field Observation Overview

Keawakapu Beach Park was visited on seven (7) separate occasions as summarized in Table IV-5.

Table IV-5

KEAWAKAPU BEACH PARK (I and II) FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Saturday, May 6, 2005; 7:10 AM	Sunny, still, gentle surf	4 vehicles (Sidewalks)	None	Swimming, Walking
Saturday, May 6, 2005; 11:45 AM	Sunny, mild breeze, light surf	24 vehicles (Sidewalks)	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking
Friday, May 20, 2005; 7:20 AM	Sunny, still, light surf	10 vehicles (Sidewalks)	None	Jogging, Sitting, Swimming, Walking
Friday, May 20, 2005; 1:00 PM	Mauka skies overcast, clearer near beach and west, breezy, low surf	6 vehicles (Sidewalks)	None	Picnicking, Sunbathing, Swimming, Walking
Sunday, May 22, 2005; 12:30 PM	Rainy morning, weather clearing, light breeze, mild surf	25 vehicles (Sidewalks)	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking
Thursday, June 9, 2005; 10:00 AM	Clear, still, mild surf	21 vehicles (South, full), 18 vehicles (Sidewalks)	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking
Saturday, June 25, 2005; 11:45 AM	Clear, mild breeze, low surf	45 vehicles (South), 20 vehicles (Sidewalks)	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking

(2) Pertinent Park Characteristics

Keawakapu Beach Park (I and II) is located in Wailea, north of the Wailea Ekahi Condominiums. It is bounded on the east by private residences on the south end of South Kihei Road, and on the north by

the Mana Kai Resort and private residences.

There is a large low reef near the south stairway entrance to the park that is likely to be very appealing for commercial scuba diving and snorkeling operations.

There are two (2) designated parking areas for Keawakapu Beach Park. The southern lot is paved and is located just off the cul-de-sac at the south end of South Kihei Road. A second paved lot exists two (2) to three (3) blocks north of the south lot and is situated on the mauka side of South Kihei Road at the corner of Kilohana Drive.

The south parking lot is directly adjacent to the beach. There is a steep flight of stairs from the parking level down to the beach and a shower on a narrow landing half-way down the stairs.

To access the beach from the north parking lot at Kilohana Drive, users must negotiate a crosswalk across South Kihei Road, then walk down a paved beach access walkway, approximately 50 yards in length, that runs between two (2) private single-family residential properties. This area of the park is commonly referred to as "Sidewalks".

There is a shower located midway along the designated walkway.

(3) Park Characteristics

- (a) Over the time period when these observations were conducted, no CORA activities were noted at Keawakapu Beach Park.
- (b) The stairway from the south parking lot down to the beach represents a notable park management concern. On all observed occasions, it was covered with slippery wet sand trickling down from the shower to the beach. The stairway is steep and narrow making it very difficult to pass anyone on the stairs. On one (1) visit at 10:00 a.m. when the beach was not very crowded, ascending and descending users experienced a considerable delay. This condition is aggravated when someone is standing at the shower, or a parent is there with children.
- (c) As CORA operators would have to transport their equipment a long distance from the "Sidewalks" parking area to the beach, it seems unlikely that CORA kayak, scuba diving or surfing operators would use it if they have easier access at other parks. Scuba diving operators are unlikely to use the "Sidewalks" entrance to the park because the reef they are most likely to visit is several blocks south of that entrance and it would be a long walk carrying heavy scuba diving equipment.
- (d) A Wailea Community Association security staff member noted during one (1) particular field observation visit that he has witnessed CORA scuba diving operators using the south parking lot to access the beach occasionally in the afternoons. He also noted that these scuba operators carry their equipment on their backs from the parking lot down the stairway into the ocean and vice versa. It is assumed that kayak operators would have difficulty carrying equipment down the "shower" stairway at the south end of the beach park in order to access this beach park.

(4) Focus Group Meeting Results

Comments received on Keawakapu Beach Park at the six (6) focus group meetings are summarized below:

- (a) Parking at Keawakapu Beach Park is often inadequate as stalls are frequently used by residents of adjacent condos and other non-beach users.
- (b) Restroom facilities are inadequate.
- (c) Dumpsters at the park are frequently locked and the number of trash receptacles is inadequate.
- (d) The south stairway and shower are in need of more regular maintenance.
- (e) Entry and exit at the Keawakapu Beach Park is easy and convenient for scuba divers.
- (f) Park hours could be extended beyond their current limits to allow night dives.
- (g) The park is used by a number of commercial operators who do not possess a valid permit.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: RENOVATE THE STAIRWAY IN THE SOUTH PARKING LOT

The stairway providing access to the beach in the south parking lot requires substantial improvement. It should be made wider and less steep to ensure the safety of all beach park users.

RECOMMENDATION NO. 2: RELOCATE EXISTING SHOWER IN THE SOUTH PARKING LOT

The shower, located halfway down the stairs, is a significant park safety and efficiency concern. The relocation of the shower to a platform off to the side of the stairs would prevent water and sand from flowing down the stairway.

RECOMMENDATION NO. 3: INSTALL PERMANENT RESTROOM FACILITIES NEAR THE "SIDEWALK" BEACH ACCESS POINT

The development of a small permanent restroom facility either within the north parking lot or along the beach access walkway is recommended due to the existing lack of basic infrastructure in this area of Keawakapu Beach Park. It is noted, however, that spatial constraints may limit the potential for a permanent restroom facility along the beach access walkway.

RECOMMENDATION NO. 4: LIMIT PERMIT ISSUANCE TO SPECIFIC ACTIVITIES

Permit issuance could be limited to those specific activities currently taking place at Keawakapu Beach Park, such as scuba diving and snorkeling. This would allow permit statistics to be more representative of actual commercial use characteristics at the beach park. Permits for certain equipment intensive commercial activities requiring more space for equipment set-up and lessons should

be eliminated since present use of beach park facilities by these user groups appears to be minimal.

RECOMMENDATION NO. 5: REQUIRE ALL CORA OPERATORS, EXCEPT SCUBA DIVERS, TO UTILIZE THE NORTH PARKING LOT

All CORA operators, with the exception of CORA scuba divers, should be required to park their vehicles in the north parking lot due to access and safety considerations associated with the stairway at the south parking lot.

e. **Ulua/Mokapu Beach Park**

(1) **Field Observation Overview**

Ulua/Mokapu Beach Park was visited on four (4) separate occasions as summarized in Table IV-6.

Table IV-6

ULUA/MOKAPU BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>Cora Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Monday, May 2, 2005; 10:15 a.m. to 10:30 a.m.	Sunny, clear, mild temperature, light breeze, light surf	46 vehicles	Scuba Diving	Snorkeling, Scuba Diving, Sunbathing, Swimming, Walking
Saturday, May 14, 2005; 6:15 a.m. to 11:30 a.m.	Sunny, Clear, mild temperature, light breeze, light surf	Full (50 vehicles)	Scuba Diving	Snorkeling, Scuba Diving, Spearfishing, Sunbathing, Swimming, Walking
Friday, May 20, 2005; 10:15 a.m. to 10:40 a.m.	Overcast, late morning rain, surf a bit higher, but not a heavy break	Full (50 vehicles)	Scuba Diving	Snorkeling, Scuba Diving, Sunbathing, Swimming, Walking
Thursday, June 9, 2005; 8:15 a.m. to 9:50 a.m.	Clear, still, mild surf	39 vehicles	Scuba Diving	Snorkeling, Scuba Diving, Sunbathing, Swimming, Walking

(2) Pertinent Park Characteristics

Ulua/Mokapu Beach Park is located in Wailea and is bounded by the Renaissance Wailea Beach Resort to the north, Wailea Elua Village Condominiums to the south, and the ocean to the west. It consists of the rocky outcrop separating Ulua and Mokapu Beaches, as well as the immediately adjacent portions of shoreline to either side. A lateral shoreline walkway that extends through a large

portion of Wailea runs between the beach and the condominium complex, and pedestrians may access the beach from several points along the walkway. Beach users who arrive in vehicles access the beach park via a long driveway that runs makai from Wailea Alanui Drive between the Renaissance Wailea Beach Resort complex to the north and the condominium complex to the south.

Facilities available to beach park users include two (2) paved parking lots and a paved driveway, paved walkways, permanent male and female restrooms, a shower, a narrow and steep concrete stairway leading down to the beach, an open grassy recreational area, and a loop at the end of the drive which serves as a loading/unloading zone.

The two (2) parking lots are located on the north side of the driveway. Also on the north side of the driveway makai of the parking lots are an additional eight (8) parking stalls and a fire lane. Two (2) stalls provide handicap parking and six (6) are for private vehicles. The loading/unloading zone accommodates approximately four (4) to five (5) vehicles at any particular time. The paved walkways from the parking and loading/unloading area of the park provide access to the beach.

(3) Park Observations

(a) Over the time period when these observations

were conducted, only CORA scuba diving activities were observed at Ulua/Mokapu Beach Park.

- (b) This beach park is heavily used everyday of the week. As might be expected based on its proximity to hotels and condominiums, the vast majority of users at this park are tourists seeking sunbathing, swimming and snorkeling opportunities. The park is also a popular location for scuba diving on both private and commercial scales, as it is characterized by easy access to the ocean and large areas of coral reef.
- (c) Ulua/Mokapu Beach Park is associated with a large attractive beach with good sand and high quality facilities that are well maintained, as well as a reef that is easy to access and usually provides safe conditions for snorkeling and scuba diving.
- (d) The location and high quality facilities in this park place it in high demand. The major difficulty with this beach park is limited access, namely the shortage of parking and open space around the beach park. The parking lots at Ulua/Mokapu Beach Park were observed to reach capacity by approximately 9:30 a.m. on two (2) out of the four (4) occasions field observations were conducted at the park.
- (e) Some people using the parking lot were not beach park users. Park users have reported that construction or service workers who come to work on the properties adjacent to the park use the beach park parking lot. This seemed to be confirmed during one (1) site visit, when what appeared to be a work truck was observed in the parking lot early in the morning, while the beach was empty. Use of disabled parking by able-bodied individuals was also noted during field observations.

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- (f) The use of the open space area adjacent to the loading/unloading zone for temporary equipment storage was noted as a park management consideration. It is common for both commercially/privately owned spare scuba diving tanks and other equipment to be stored in this area while scuba groups are in the ocean. CORA operations were, however, observed to stay in this area longer before and after diving than did most private scuba divers. Observations noted during site visits indicate that CORA operators make conscientious efforts to store equipment away from pedestrian flows and minimize the degree to which they impact others. The area of sidewalk directly adjacent to the loading/unloading zone is often utilized for the temporary storage of visitor-related beach equipment prior to the loading of such equipment into vehicles.
 - (g) Most private divers required 15 minutes or less to unload gear, suit up and get into the water. In some cases, private divers walked directly from the parking lot down the concrete walkway and onto the beach in full gear.
 - (h) In one (1) instance, a CORA diving certification class was observed being conducted at Ulua/Mokapu Beach Park. It is noted that dive certification classes involve a longer duration of park resource use than regular CORA scuba dive tours.
 - (i) The fact that there is no other access point for this park or overflow parking near the park (the nearest public parking is several blocks away at the Shops at Wailea) may encourage CORA operators to arrive early to ensure they have parking. It is noted, however, that CORA operators may choose to arrive early at a particular beach park in order to assess the quality and safety of ocean conditions, avoid the often windier conditions associated with the afternoons or to enter the ocean as early as

possible so as to avoid the tourist crowds. In circumstances when operators were observed arriving at the park well in advance of their patrons, equipment was noted to be present in the open space area for longer periods of time. Thus, a relationship between parking limitations and the use of open space areas for equipment storage is noted.

(4) Focus Group Meeting Results

Comments received on Ulua/Mokapu Beach Park at the six (6) focus group meetings are summarized below:

- (a) Areas on either side of the pathway leading to and from the loading/unloading zone and restroom are sometimes utilized by scuba diving operators as a staging area for spare scuba tanks and other equipment.
- (b) Beach park hours could be extended to allow for kayaking in the evening and scuba diving at night.
- (c) The amount of parking at the beach park is limited, and non-beach park users, such as construction workers, often utilize parking facilities, which augments parking shortages.
- (d) The presence of a fringing coral reef between Ulua and Mokapu beaches is an attraction which makes this park popular for scuba diving and snorkeling.
- (e) The beach park is a popular location for non-CORA activities, some of which are commercial and do not require a CORA permit, such as sunset dinners and weddings.
- (f) Certain CORA operators noted that they tend to avoid using Ulua/Mokapu Beach Park in the morning due to the high volume of use the park receives during this time.

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- (g) Access to the ocean from the beach park is easy and convenient for CORA and non-CORA scuba divers.
 - (h) The waters off of Uluu/Mokapu Beach Park are well-suited to beginning scuba instruction due to the existence of a “confined water” area as stipulated by training agency standards.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: RESTRICT PERMIT ISSUANCE TO SPECIFIC CORA ACTIVITIES

Limited parking and access considerations make it very unlikely that CORA operators would use this park for activities other than scuba diving and snorkeling. Restricting future permit issuance to only scuba diving and snorkeling activities is, therefore, recommended.

RECOMMENDATION NO. 2: PROHIBIT EQUIPMENT FROM BEING DRAGGED ON PARK GROUNDS

A requirement for CORA operators to either carry or utilize handtrucks to transfer equipment between the parking lot and beach areas is recommended to help minimize visitor-led erosion. To further ensure the protection of park resources, operators as well as their patrons should be required to utilize designated walkways where available when moving between the parking lots and the beach. CORA operators should be required to ensure that all handtrucks are stored in the CORA operator’s vehicle when not in use.

RECOMMENDATION NO. 3: REQUIRE CORA OPERATORS TO EITHER ARRIVE WITH THEIR PATRONS OR NOT TO UNLOAD GEAR UNTIL 15 MINUTES PRIOR TO THE SCHEDULED APPOINTMENT

This would help reduce equipment accumulation in the open space area. Operators who arrive early to secure parking would, therefore, need to unload gear from their vehicles in the parking area and transfer their equipment to the area near the beach. Dive briefings and instruction should be prohibited from taking place within designated parking lots.

RECOMMENDATION NO. 4: ENFORCE PARKING REGULATIONS SO THAT ONLY BEACH PARK USERS AND CORA PERMITTEES UTILIZE THE PARKING LOT

The enforcement of parking regulations to eliminate unauthorized use of parking facilities could be implemented with the cooperation of the Wailea Community Association.

RECOMMENDATION NO. 5: REQUIRE CORA OPERATORS, WHERE FEASIBLE, TO PROVIDE A SHUTTLE SERVICE FOR PATRONS TO AND FROM ULUA/MOKAPU BEACH PARK

Ulua/Mokapu Beach Park receives a consistently high number of visitors throughout the year. Parking capacity at the park is often reached and visitors can frequently be observed waiting for stalls to become available. Where feasible, a requirement for CORA operators to provide a shuttle service for large groups

of patrons is recommended. This requirement would not only reduce the potential for parking conflicts but would also increase the potential commercial carrying capacity of the beach park.

RECOMMENDATION NO. 6: CONSTRUCT ADDITIONAL PARKING CAPACITY AT ULUA/MOKAPU BEACH PARK

The addition of more parking stalls at the beach park would reduce potential for conflicts between CORA operators and general park users. The designation of a number of stalls specifically for CORA use would further reduce the use of regular parking stalls by CORA operators.

RECOMMENDATION NO. 7: INSTALL AN ADDITIONAL SHOWER FACILITY

The installation of a second shower at Ulua/Mokapu Beach Park is recommended due to the high use associated with the existing facility near the restrooms.

f. Palaea Beach Park

(1) Field Observation Overview

Palaea Beach Park was visited on eight (8) separate occasions as summarized in Table IV-7.

Table IV-7

PALAUUA BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Monday, May 2, 2005; 10:20 AM	Sunny, mild breeze, light surf	4 vehicles	None	Sunbathing, Swimming, Walking
Friday, May 6, 2005; 6:25 AM	Sunny, still, strong low surf	8 vehicles	None	Camping, Fishing
Friday, May 6, 2005; 11:45 AM	Sunny, mild breeze, light surf	26 vehicles	None	Camping, Fishing, Sunbathing, Snorkeling, Swimming, Walking
Saturday, May 14, 2005; 6:35 AM	Clear, mild temperature, light breeze, light surf	5 vehicles	None	Camping, Fishing
Saturday, May 14, 2005; 11:30 AM	Sunny, light breeze, light surf	14 vehicles	None	Camping, Fishing, Sunbathing, Snorkeling, Swimming, Walking
Friday, May 20, 2005; 10:50 AM	Overcast skies, sprinkling rain, windy, choppy water	9 vehicles	None	Camping, Fishing, Walking
Sunday, May 22, 2005; 12:25 AM	Rainy morning, weather clearing, light breeze, mild surf	18 vehicles	None	Camping, Fishing, Sunbathing, Snorkeling, Swimming, Walking
Thursday, June 9, 2005; 8:30 AM	Clear, still	3 vehicles	None	Camping, Fishing

(2) **Pertinent Park Characteristics**

Palauea Beach Park is located in Makena south of the Fairmont Kea Lani Hotel. It is bounded on the east by the One Palauea Bay residential subdivision adjacent to Makena-Keoneoio Road. Immediately north and south of the park are private residences. There are lava outcrops at the north and south ends of the beach.

There are 3 or 4 unimproved walking paths that beachgoers use to pass through the densely wooded east side of the beach park to reach the shoreline. The park has no other improvements or facilities, such as showers or restrooms.

The entire park, including the wooded area and the beach, is essentially level with the road and the shoreline. Although park visitors must walk 50 or so yards from Makena-Keoneoio Road to the shoreline, the fact that the park is level makes it relatively easy to access with equipment.

Makena-Keoneoio Road is flat along the length of the park, with shoulders that provide roadside parking for visitors.

Beach park users were observed parking on the unimproved shoulders along both sides of the road adjacent to the park. It is possible for vehicles to be parked perpendicular to the road in much of this area.

(3) Park Observations

- (a) Over the time period when these observations were conducted, no CORA activities were observed at Palauea Beach Park.
- (b) The non-CORA activities observed at the park are listed in Table IV-7 above. It appears that the current user groups at Palauea Beach Park segregate themselves somewhat: the fishermen and campers tend to use the south end of the park, while sunbathers and day visitors to the park appear to concentrate more at the north end of the park.
- (c) At present user levels, it appears that small snorkeling and scuba diving CORA operations could be conducted from Palauea Beach Park without a need for significant improvements to park infrastructure. Should CORA kayak operators decide to conduct regular activities here, the wooded area between the road and the beach would be likely to receive significant “wear” from kayaks being dragged between the road and the water.
- (d) Although a large number of people were observed at Palauea Beach Park on several occasions, it appeared that almost none of the vehicles belonged to tourists. Camping was regularly observed at the beach park.
- (e) On each field observation, the tone at Palauea Beach Park was noted as being quiet and peaceful. It is arguably one of the few beach parks in South Maui that local residents can enjoy without being surrounded by high energy activities.
- (f) Construction activities are currently being undertaken near Palauea Beach Park, the majority of which is involving the development of large single-family residences. It is unclear how many new beachgoers these will bring to Palauea Beach Park or whether this

development will affect the overall character of the park.

(4) Focus Group Meeting Results

Comments received on Palauea Beach Park at the six (6) focus group meetings are summarized below:

- (a) Car break-ins have been known to occur along the stretch of Makena-Keoneoio Road adjacent to the beach park.
- (b) Two (2) scuba diving sites can be accessed from Palauea Beach Park.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: INSTALL BASIC PARK INFRASTRUCTURE

The installation of basic infrastructure at Palauea Beach Park, including restrooms and shower facilities is recommended. A walkway providing access to the beach through the wooded area should be implemented to prevent future increases in visitor-led erosion. In the parking area adjacent to the entrance to the walkway, one or two temporary loading zones should also be provided. Additionally, CORA operators who cannot carry their equipment should be required to transport it using handtrucks. CORA operators should be required to ensure that all handtrucks are stored in the CORA operator's vehicle when not in use.

RECOMMENDATION NO. 2: SET LIMITS ON THE TIMES, LOCATIONS AND NUMBER OF PATRONS FOR CORA OPERATIONS

Due to the limited park size, the number of patrons that operators may bring to the park, the times at which they can operate and perhaps the locations in the park where they can operate should be specified. Such rules would ensure the future balanced use of the park for CORA and non-CORA activities.

g. Makena Landing Beach Park

(1) Field Observation Overview

Makena Landing was visited on three (3) separate occasions as summarized in Table IV-8.

Table IV-8

MAKENA LANDING BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Monday, May 2, 2005; 7:40 a.m. to 10:15 a.m.	Clear and Calm	31 vehicles	Combined Kayak/ Snorkel Tours, Scuba Diving	Snorkeling, Kayaking, Scuba Diving, Sunbathing, Walking
Saturday, May 7, 2005; 6:00 a.m. to 11:30 a.m.	Clear and Calm	34 vehicles	Combined Kayak/ Snorkel Tours, Scuba Diving	Snorkeling, Kayaking, Outrigger Canoe Launching, Fishing, Picnicking, Sunbathing, Walking, Camping
Friday, May 20, 2005; 10:45 a.m. to 11:10 a.m.	Overcast, late morning rain	23 vehicles	Combined Kayak/ Snorkel Tours	Snorkeling, Kayaking, Picnicking, Swimming, Walking

(2) Pertinent Park Characteristics

Makena Landing Beach Park is bounded on the east by a curvilinear and hilly segment of Makena-Keoneoio Road, with no paved shoulders. There are three (3) sandy beaches in the park. Each is lined at the back and sides by coarse gravel or lava rock. At high tide the beaches are not accessible to one another except through the water or along the roadway. At lower tides, the central and southernmost beaches are accessible to one another. The sandy area of the central beach is under water at

higher tides.

The north beach is the smallest of the three (3), lying immediately south of the paved parking lot and is the only beach accessible from the parking lot while remaining within the park (i.e., without entering the roadway).

The “landing” area at the north end of the park consists of:

- An earthen “ramp” covered by coarse gravel or lava rock leading from the road to a small beach. The ramp shows evidence of deferred maintenance as signs of erosion are present.
- An area enclosed by a low stone wall with two (2) openings. The enclosure contains a historic informational plaque, showers and men’s and women’s restroom facilities. The plaque describes the historic use of the area for shipping livestock and produce in and out of Maui as far back as the mid-nineteenth century.
- One (1) opening in the wall leads to the road, one (1) leads to the ramp and beach.
- ‘NO CAMPING IN PARK’ signs are prominently displayed in the landing area and along the park between the road and the beaches.

There is one (1) gated paved parking area at the northern boundary of the park accommodating approximately 20 cars.

There are no signs prohibiting parking anywhere within the park boundary or along Makena-Keoneoio Road. The majority of observed park users parked their vehicles on either side of Makena-Keoneoio Road, rather than in the designated paved parking lot, as roadside parking provides greater access convenience to the beach areas. Table IV-9 provides a summary of roadside parking opportunities along the park.

Table IV-9

MAKENA LANDING BEACH PARK ROADSIDE PARKING CONDITIONS				
<i>Side of Road</i>	<i>Location</i>	<i>Angle</i>	<i>Trailers Fit</i>	<i>Estimated Parking Capacity</i>
Makai	South	Parallel	Y	4 vehicles
		Perpendicular	N	1 to 2 vehicles
	Central	Parallel	Y	5 vehicles
		Perpendicular	N	1 to 2 vehicles
	North	Parallel	N	2 vehicles
Mauka	South	Perpendicular	N	8 to 10 vehicles
	Central	Parallel	Y	8 to 10 vehicles
	North	Parallel	N	5 to 7 vehicles

(3) Park Observations

- (a) Over the time period when these observations were conducted, kayaking, snorkeling and scuba diving CORA activities were noted.
- (b) There are only 20 designated paved parking stalls in the paved parking lot. Based on observed roadside parking, the capacity of the parking lot is probably insufficient for the amount of park use.
- (c) Pedestrians cannot reach the central and southernmost beach areas without walking along the roadway. Accordingly, it is safer and more convenient for anyone using these areas to park along the roadside, in closer proximity to the central and southernmost beaches.
- (d) A number of parked vehicles were observed lining both sides of Makena-Keoneoio Road during early morning periods. The majority of these vehicles were owned by either CORA instructors or patrons of CORA operations.
- (e) The paved parking lot will not accommodate vehicles pulling trailers. Therefore, CORA operators that must bring equipment to the park on trailers (i.e. kayaks) are unable to park anywhere near the park except on the roadside.
- (f) CORA operators and private activity groups utilizing equipment on the shore, create roadway crossing conditions involving pedestrians and pedestrians carrying equipment.
- (g) Kayak and scuba diving operators using the landing area exhibited a cooperative approach to enable various users and operators to utilize the limited space without creating a conflicting situation.
- (h) CORA use at Makena Landing Beach Park

appears to occur in the early morning periods when few general park users are present. Activities observed taking place during the occurrence of CORA operations included non-commercial fishing.

- (i) As long as there was parking available in the parking lot, private snorkelers and other users of the park could access the park easily during the operation of commercial activities.
- (j) All CORA scuba diving operators unloaded their equipment immediately adjacent to the landing and parked there or across the street. Private scuba diving divers generally parked in the parking lot and unloaded equipment and dressed and equipped themselves there.
- (k) Since CORA scuba diving operators unload and carry equipment for their patrons, they have a good bit more lifting to do than private scuba divers. Therefore, they are more likely to park close to an area where they can leave the equipment (i.e. on the roadside), than further away, such as in the parking lot.
- (l) Private users with small boats and CORA kayak operators were observed waiting sometimes for ramp space in order to load or unload. Stationary vehicles waiting near the landing along Makena-Keoneoio Road limit ease of movement for traffic using the roadway.
- (m) Private groups may be dissuaded from using the park for two reasons:
 - * The difficulty accessing the two (2) larger and more open beaches from the parking lot.
 - * The frequent use of roadside parking by both CORA operators and general park users was noted to give the park the appearance of being crowded even

when a number of stalls may still be available in the designated parking area.

- (n) One (1) CORA operator was parked across the entrance of the paved parking lot, limiting turning movements for a large garbage truck seeking to gain access to the dumpster within the parking lot.
- (o) On a few occasions, kayaks were observed being slid by operators through vegetation from the edge of the Makena-Keoneoio Road down to the southernmost beach. This practice appears to have contributed to vegetation loss along the sloped area and has resulted in the creation of a bare "chute" with tall grass on either side of it. This evidence suggests that overall erosion of the embankment leading to the beach is being accelerated by this practice.

(4) Focus Group Meeting Results

Comments received from CORA operators on Makena Landing Beach Park at the six (6) focus group meetings are summarized below:

- (a) CORA operators sometimes use showers to wash down their equipment in large plastic bins.
- (b) Safety is a concern as there is no lifeguard on duty at Makena Landing Beach Park. CORA operators frequently provide lifeguard services and safety advice to general park users.
- (c) There are drainage problems associated with the shower facility (i.e., accumulation of sand deposits) and the resulting run-off has increased the rates of erosion around the enclosed restroom landing ramp area.
- (d) CORA operations at Makena Landing Beach Park are working at the moment. For example, kayak companies have designated spots for operation as a result of voluntary agreements

and cooperation between operators. At present, three (3) companies launch from the landing area and four (4) companies operate from the southernmost beach area.

- (e) Additional parking may be available for CORA operators at the vacant parcel of land owned by Keawalai Church. The vacant land is located across from the church adjacent to the nearby Maluaka Beach Park parking area.
- (f) Non-beach park users, such as construction workers, frequently take up parking spaces at Makena Landing Beach Park in the early morning. A future increase in the number of construction vehicles using the parking area is anticipated with the proposed development of homes in the area.
- (g) Camping at Makena Landing Beach Park seems to have disappeared recently.
- (h) Access to the parking area is limited for CORA operators with equipment trailers.
- (i) The erosion evident around the landing area of Makena Landing Beach Park has been partially caused by drainage flows associated with rainfall run-off during storm events.
- (j) Art classes and other commercial non-permit holders frequently use Makena Landing Beach Park for their land-based activities. These users are operating commercial services and are competing with CORA operators for space but do not require a permit.
- (k) Dumping of trash is a frequent problem at Makena Landing Beach Park. Clean-ups conducted by volunteer and non-profit groups are common.
- (l) The new gate installed at Makena Landing Beach Park is currently not locked at night allowing access beyond designated park

hours. Alcohol-related problems (drinking, broken glass on the ground, etc.) at Makena Landing Beach Park seem to occur after the park has officially closed.

- (m) There are many CORA operators operating at Makena Landing Beach Park without a permit at present. The private security hired by the Department has improved the situation at Makena Landing Beach Park slightly.
- (n) The majority of visitors at Makena Landing Beach Park arrive after the departure of most of the CORA operators.
- (o) Kayak operators frequently reverse trucks down into the landing area to unload/load equipment.
- (p) The toilets at Makena Landing Beach Park are poorly maintained and often in an unhygienic state.
- (q) The large trash dumpsters at the park are always locked, which makes the problem of dumping and littering worse at Makena Landing Beach Park.
- (r) The permit statistics for Makena Landing Beach Park are inflated, as there are many operators that have Makena Landing Beach Park listed on their permit but choose not to operate at the beach park.
- (s) Vending and solicitation is rare at Makena Landing Beach Park but has been witnessed in the past.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: REQUIRE CORA OPERATORS, WHERE FEASIBLE, TO PROVIDE A SHUTTLE SERVICE FOR PATRONS TO AND FROM THE MAKENA LANDING BEACH PARK

Where feasible, CORA operators serving large groups could be required to provide transportation for patrons. Requiring CORA operators to shuttle patrons to and from Makena Landing Beach Park would help alleviate parking and traffic congestion in the area.

RECOMMENDATION NO. 2: COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL MANAGEMENT TO IMPROVE ROADSIDE PARKING AREAS AND INSTALL TRAFFIC CALMING DEVICES ALONG MAKENA-KEONEOIO ROAD

Since CORA operators pulling equipment trailers are unable to utilize the designated parking area, improving road shoulders along Makena-Keoneoio Road would potentially improve the existing situation. Roadside parking near the central and southernmost beach areas could be paved to accommodate CORA operators pulling trailers and to prevent further erosion of the bank. Observations suggest that these roadside parking areas are a favored parking spot for those CORA operators dealing with larger groups. Parking in this area could potentially be reserved as loading and unloading zones for permitted CORA operators with equipment trailers between designated early morning hours as determined by the

Department.

Surface improvements on the makai side of the road may help protect the road and prevent further erosion of the bank above the beach. Improving the area near the landing other than to create a loading/unloading zone (see item 5 below) would encourage parking and is, therefore, not recommended due to existing traffic safety concerns associated with the movements of trucks with or without trailers leaving and entering the boat ramp. A designated loading and unloading zone is, therefore, recommended around the loading/ramp area within which parking would need to be prohibited.

The installation of traffic calming devices, such as speed bumps along Makena-Keoneoio Road is also recommended to protect the safety of pedestrians walking between the designated parking lots and the beach areas.

RECOMMENDATION NO. 3: PRIORITIZE USE OF THE LANDING AREA

Prioritizing and scheduling commercial use of the landing/ramp area is recommended in order to minimize the potential for conflicts between different user groups.

RECOMMENDATION NO. 4: CREATE A LOADING AND UNLOADING ZONE ADJACENT TO THE LANDING AREA

Should CORA operators be permitted to use or launch equipment from the landing area, the creation of a loading and unloading zone adjacent to the wall of the landing area on the makai side of the road is recommended. No person should be permitted to occupy the loading zone for more than 10 minutes. (This is done very successfully in the unloading/arrival area at Ulua/Mokapu Beach Park.) A combination of informational signage and enforcement would be necessary to ensure compliance by park users.

RECOMMENDATION NO. 5: REQUIRE CORA SCUBA DIVING OPERATORS TO PARK IN THE DESIGNATED PARKING LOT

If CORA scuba diving operators could unload near the landing they would probably be willing to park in the parking lot. CORA operators conducting scuba lessons/tours should be permitted to use the landing area for the loading/unloading of equipment only. The equipment vehicle owned by the scuba diving operator would then need to be parked in the designated parking lot during the operation of the commercial activity. Due to safety concerns associated with traffic ingress/egress conditions, dive briefings and land-based instruction should be prohibited from taking place in the designated parking lot.

RECOMMENDATION NO. 6: LIMIT PERMIT ISSUANCE TO KAYAKING, SNORKELING AND SCUBA DIVING ACTIVITIES

Shoreline and ocean conditions provide limited suitability for windsurfing, kiteboarding and surfing CORA operators. There is insufficient space at Makena Landing Beach Park for more than a few individual windsurfers or kiteboarders, much less for CORA operations involving these activities.

CORA surfing operators might be able to work effectively at Makena Landing Beach Park, but it would conflict with the heavy use of the park by private and commercial kayakers, snorkelers and scuba diving groups. Limiting permit issuance to scuba diving, kayaking and snorkeling operations would, therefore, allow permit statistics to be more representative of actual commercial use at Makena Landing Beach Park.

RECOMMENDATION NO. 7: DEFINE DAYS AND TIMES FOR CORA OPERATIONS

Peak usage of Makena Landing Beach Park by the general public was observed to occur on weekends and holidays. Defining a time schedule for specific CORA activities would limit commercial use during high use times of day at Makena Landing Beach Park.

RECOMMENDATION NO. 8: COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL MANAGEMENT TO LOWER THE SPEED LIMIT IN THIS AREA AND POST WARNING SIGNS ABOUT PEDESTRIAN TRAFFIC

The implementation of a lower speed limit and the designation of related signage is deemed necessary due to the lack of pedestrian walkways between the designated parking lot and the southern beach areas.

h. Maluaka Beach Park

(1) Field Observation Overview

Maluaka Beach Park was visited on eight (8) separate occasions as summarized in Table IV-10.

Table IV-10

MALUAKA BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Monday, May 2, 2005; 7:30 a.m.	Sunny, clear, mild temperature, light breeze, light surf	5 vehicles	None	Sunbathing, Swimming, Walking
Saturday, May 6, 2005; 6:05 a.m.	Mostly clear, still, gentle surf	0 vehicles	None	None
Saturday, May 6, 2005; 11:45 a.m.	Sunny, mild breeze, light surf	17 vehicles	None	Snorkeling, Sunbathing, Swimming, Walking
Saturday, May 14, 2005; 6:35 a.m.	Clear, mild temperature, light breeze, light surf	6 vehicles	None	Walking, Sitting
Friday, May 20, 2005; 7:20 a.m.	Cloudy, cool, still, light surf	2 vehicles	None	Walking, Sitting
Friday, May 20, 2005; 11:05 a.m.	Dark skies overcast, clearer near beach and west, breezy, low surf	5 vehicles	None	Kayaking, Picnicking, Snorkeling, Sunbathing, Swimming, Walking
Sunday, May 22, 2005; 12:30 p.m.	Rainy morning, weather clearing, light breeze, mild surf	22 vehicles	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking
Thursday, June 9, 2005; 10:00 AM	Clear, still, mild surf	9 vehicles	None	Picnicking, Snorkeling, Sunbathing, Swimming, Walking

(2) **Pertinent Park Characteristics**

Maluaka Beach Park is located in Makena. It is bounded on the east by the Maui Prince Hotel. There are lava rock outcrops on either end of the beach: the north end has low outcrops that recede into a heavily overgrown area, while the south end of the beach has a large outcropping that forms a wall and bluff. Maluaka Beach Park is within walking distance of Makena Landing Beach Park.

There is a small loading and unloading area immediately adjacent to the north end of the beach with room for about four (4) vehicles. There is a parking lot a short walking distance north of the loading zone along Makena-Keoneoio Road, adjacent to the Keawalai Church with 25 parking spaces, a shower, and a restroom facility. A second parking lot at the south end of Maluaka Beach Park near the Maui Prince Golf Course provides 30 marked spaces for visitors, while another parking area in the center of a cul-de-sac also on the south side of the beach, provides an additional nine (9) spaces. A fairly lengthy paved walkway leads from this parking lot down to a grassy recreational area where a shower and restroom facilities are located.

There are 3 or 4 unimproved walking paths that pass through the wooded area and provide pedestrian access to Maluaka Beach.

(3) Park Observations

- (a) Over the time period when these observations were conducted, no CORA activities were observed at Maluaka Beach Park.
- (b) At the present level of use, it appears that small snorkeling and scuba diving CORA operations could be conducted from Maluaka Beach Park without the need for significant improvements to park infrastructure.
- (c) CORA kayak operations that do not require a trailer to bring in kayaks should be able to conduct activities here easily with the current state of facilities at the park.
- (d) The beach is relatively large and space exists for teaching patrons. CORA kayak operators appear to prefer Makena Landing Beach Park because they can park vehicles closer to the shoreline and get their equipment to the water with less effort. Protection during windy conditions and a more varied underwater environment are among other reasons why CORA operators, particularly scuba divers, tend to prefer Makena Landing Beach Park over Maluaka Beach Park.
- (e) CORA kayak operators who carry kayaks on a trailer may be unable to use the loading and unloading area at the north end of Maluaka Beach Park because it is narrow with a limited turning radius. The distance of both parking lots from the beach may also affect viability for CORA kayak operations.
- (f) Peak use at Maluaka Beach Park was observed to occur on weekends as local residents contribute to the tourist volumes associated with the Maui Prince Hotel. During such times, beach park users were observed parking and leaving their vehicles in the loading zone and on the sidewalk adjacent to the loading zone. Picnickers were also

observed on the grassy area immediately adjacent to the sidewalk. Erosion of the grass in this area of the park is evident, and may impede access to other beach park users.

(4) Focus Group Meeting Results

Comments received from CORA operators on Maluaka Beach Park at the six (6) focus group meetings are summarized below:

- (a) The County parking lot is frequently used by members of the Keawalai Church. The adjacent lot, owned by the church, appears only to be utilized during special events such as weddings to provide overflow parking to the beach park parking lot.
- (b) The visitor carrying capacity of Maluaka Beach Park should be monitored by the Department.
- (c) Access to the ocean from the beach park is easy and convenient for CORA and non-CORA scuba divers.
- (d) Some scuba operators cite low competition from other operators as a benefit of utilizing Maluaka Beach Park.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: ENLARGE THE LOADING AND UNLOADING ZONE

The north loading zone is not wide enough for large vehicles to pass a second vehicle that is stopped in the loading zone. If it is widened to accommodate loading and unloading of kayak trailers, then CORA kayak operators would be more easily able to use Maluaka Beach Park.

RECOMMENDATION NO. 2: DESIGNATE TIME LIMITS ON LOADING/UNLOADING ZONE OCCUPANCY

The implementation of a set time limit for use of the loading zone at Maluaka Beach Park is recommended to ensure availability of use for both general park users and CORA operators. A longer time limit would need to be established for commercial operations to allow the loading/unloading of heavy or bulky equipment such as scuba diving tanks and kayaks.

RECOMMENDATION NO. 3: PROHIBIT PARKING IN THE LOADING AREA AND ALONG MAKENA-KEONEOIO ROAD

The prohibition of parking combined with necessary enforcement measures is deemed essential to ensure the continuous and effective operation of the loading/unloading zone.

RECOMMENDATION NO. 4: LIMIT CORA USE OF MALUAKA BEACH PARK ON WEEKENDS

Limiting weekend CORA use of Maluaka Beach Park to specified time periods (e.g. early morning hours on weekends) would reduce the possibility of conflicts between commercial operators and general park users.

RECOMMENDATION NO. 5: ENLARGE THE SOUTH PARKING LOT

The acquisition of additional land for the expansion of

parking facilities at the south lot is recommended to increase parking capacity available at Maluaka Beach Park during high use periods such as holidays and weekends.

RECOMMENDATION NO. 6: PROHIBIT EQUIPMENT FROM BEING DRAGGED ON PARK GROUNDS

A requirement for CORA operators to either carry or utilize handtrucks to transfer equipment between the parking lot and beach areas is recommended to help minimize visitor-led erosion. To further ensure the protection of park resources, operators as well as their patrons should be required to utilize designated walkways where available when moving between the parking lots and the beach.

CORA operators should be required to ensure that all handtrucks are stored in the CORA operator's vehicle when not in use.

RECOMMENDATION NO. 7: INSTALL PROTECTIVE FENCING BETWEEN MAKENA-KEONEOIO ROAD AND DUNE SYSTEMS

The installation of a fence line along the makai side of the roadway adjacent to the dune systems lining Maluaka Beach is recommended to prevent vehicle intrusion and visitor foot traffic across sensitive areas of vegetation.

2. West Maui Community Plan Beach Parks

a. Papalaua Beach Park

(1) Field Observation Overview

Papalaua Beach Park was visited on eight (8) separate occasions as summarized in Table IV-11.

Table IV-11

PAPALAUA BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Wednesday, May 25, 2005; 12:50 PM	Clear, mild breeze, light surf	9 vehicles	None	Camping, Fishing, Picnicking, Surfing, Swimming
Friday, June 3, 2005; 9:00 AM	Clear, mild breeze, good surf	27 vehicles	None	Camping, Picnicking, Surfing, Swimming
Friday, June 3, 2005; 1:10 PM	Clear, moderate wind, good surf	More than 70 vehicles	None	Camping, Fishing, Picnicking, Surfing, Swimming
Tuesday, June 7, 2005; 1:20 PM	Clear, light surf	7 vehicles	None	Picnicking, Swimming
Friday, June 10, 2005; 6:00 AM	Clear, mild breeze, strong surf	No vehicles	None	None
Friday, June 10, 2005; 12:30 PM	Clear, extremely windy w/ very strong gusts, 2-3 foot surf	48 vehicles	None	Fishing, Camping, Swimming, Surfing, Picnicking
Saturday, June 25, 2005; 6:55 AM	Sunny, mild breeze, low surf	36 vehicles	None	Fishing, Camping, Surfing, Picnicking
Saturday, June 25, 2005; 10:30 AM	Sunny, mild breeze, low surf	38 vehicles	None	Fishing, Camping, Surfing, Picnicking

(2) Pertinent Park Characteristics

Papalaua Beach Park is located along the Honoapiilani Highway west of the Pali Tunnel and east of Ukumehame Beach Park. It is bounded along the south by beaches. The park lies immediately adjacent to the Honoapiilani Highway, which runs along the park's northern boundary.

There is no paved parking area at Papalaua Beach Park. However, two (2) broad stretches of unimproved roadside parking are located adjacent to the beach park. A small unimproved parking area also exists at the westernmost extent of Papalaua Beach Park.

There are approximately eight (8) portable toilets, as well as scattered picnic and grill facilities, at the beach park.

(3) Park Observations

- (a) Over the time period when these observations were conducted, no CORA activities were noted at Papalaua Beach Park.
- (b) The beach park is moderately to heavily used by local residents on both weekdays and weekends depending on ocean conditions. Very few of the park users observed were tourists.
- (c) It should be noted that while this beach park receives heavy use from surfers, they tend to be private surfers and not CORA participants.

(4) **Focus Group Meeting Results**

No comments that specifically addressed Papalaua Beach Park were received from CORA operators during any of the six (6) focus group meetings.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: LIMIT CORA WEEKEND USE

Papalaua Beach Park is heavily used by residents on weekends and during the week when the ocean conditions are good for surfing. Limiting CORA activities to specific hours and/or days on weekends would serve as a useful demand management tool.

RECOMMENDATION NO. 2: INSTALL PAVED PARKING IMPROVEMENTS

While there are numerous unimproved dirt parking areas at this beach park, evidence strongly suggests that the parking of vehicles is likely contributing to the erosion of this park. To protect park resources, paving of areas adjacent to the highway shoulders is recommended. Regulations should restrict parking to these paved areas through the installation of fences or railings. It should be noted, however, that improvements to park infrastructure may be expected to attract more general visitor use, as well as CORA activity.

RECOMMENDATION NO. 3: PROVIDE BASIC INFRASTRUCTURE

Basic infrastructural improvements, such as permanent restrooms and shower facilities should be installed at Papalaua Beach Park. Again, it is noted that an increase in general visitor use of the beach park would be expected with park infrastructure improvements.

RECOMMENDATION NO. 4: COORDINATE WITH THE STATE DEPARTMENT OF TRANSPORTATION TO REDUCE POSTED SPEED LIMITS ALONG ADJACENT STRETCH OF HONOAPIILANI HIGHWAY

Speeding is a problem along the stretch of Honoapiilani Highway running adjacent to Papalaua Beach Park. Posted speed limits vary from 45 to 55 mph along the stretch of highway adjacent to the beach park. A reduction in the current posted speed limits along this section of roadway would reduce the safety concerns and delays experienced by vehicles entering/exiting the unimproved parking areas of Papalaua Beach Park.

b. Ukumehame Beach Park

(1) Field Observation Overview

Ukumehame Beach Park was visited on eight (8) separate occasions as summarized in Table IV-12.

Table IV-12

UKUMEHAME BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Wednesday, May 25, 2005; 12:40 PM	Clear, mild breeze, light surf	Few vehicles	None	Fishing, Picnicking, Surfing, Swimming
Friday, June 3, 2005; 9:10 AM	Clear, mild breeze, good surf	15 vehicles	None	Fishing, Picnicking, Surfing, Swimming
Friday, June 3, 2005; 1:10 PM	Clear, moderate wind, good surf	Parking overflowing on highway on both sides of park	None	Fishing, Picnicking, Surfing, Swimming
Tuesday, June 7, 2005; 1:10 PM	Clear, light surf	7 vehicles	None	Picnicking, Swimming
Friday, June 10, 2005; 6:05 AM	Clear, mild breeze, strong surf	No vehicles	None	None
Friday, June 10, 2005; 12:20 PM	Clear, extremely windy w/ very high gusts, 2-3 ft surf	Parking overflowing onto highway	None	Fishing, Picnicking, Surfing
Saturday, June 25, 2005; 7:00 AM	Sunny, mild breeze, low surf	16 vehicles	None	Fishing, Camping, Surfing, Picnicking
Saturday, June 25, 2005; 10:20 AM	Sunny, mild breeze, low surf	32 vehicles	None	Fishing, Camping, Surfing, Picnicking

(2) Pertinent Park Characteristics

Ukumehame Beach Park is located along Honoapiilani Highway west of Papalaua Beach Park. The park lies immediately adjacent to the Honoapiilani Highway, which runs along the northern

boundary of the beach park.

The paved parking area at Ukumehame Beach Park accommodates approximately 15 vehicles. Additional roadside parking capacity is also available at this beach park along the guardrails lining the highway shoulders.

Two (2) portable toilets are available to park users, as well as scattered picnic and BBQ grill facilities.

(3) Park Observations

- (a) Over the time period when field observations were conducted, no CORA activities were noted at Ukumehame Beach Park.
- (b) The beach park is moderately to heavily used by residents on both weekdays and weekends depending on ocean conditions.
- (c) It should be noted that while this beach park receives heavy use from surfers, the majority tends to be private surfers.

(4) Focus Group Meeting Results

No comments specifically addressing Ukumehame Beach Park were received from CORA operators at any of the six (6) focus group meetings.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: LIMIT CORA WEEKEND USE

Ukumehame Beach Park is used by residents both on weekends and during the week when the ocean

conditions are good for surfing. Limiting CORA activities to specific hours and/or days on weekends is recommended.

RECOMMENDATION NO. 2: PROVIDE ADDITIONAL PARKING CAPACITY

The beach park receives a high level of use compared to the number of parking spaces available. Furthermore, a number of safety concerns were identified for park users parking vehicles along the shoulder of Honoapiilani Highway. Beachgoers are frequently seen carrying equipment between the highway and the park that could potentially be blown into oncoming traffic on windy days.

RECOMMENDATION NO. 3: PROVIDE BASIC INFRASTRUCTURE

Basic infrastructural improvements, such as a permanent restroom and shower facilities should be installed at Ukumehame Beach Park given its current use patterns. It should be noted, however, that park infrastructure improvements would potentially attract more visitors, especially tourists traveling between central and west Maui.

c. Kamehameha Iki Beach Park

(1) Field Observation Overview

Kamehameha Iki Beach Park was visited on four (4) separate occasions as summarized in Table IV-13.

Table IV-13

KAMEHAMEHA IKI BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>Cora Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday June 3, 2005 9:20 a.m. to 11:45 a.m.	Mostly cloudy, mild breeze, moderate surf	20 (parking lot full)	Surfing	Picnicking, Surfing, Sunbathing, Swimming
Tuesday June 7, 2005 1:30 p.m. to 2:00 p.m.	Clear, light surf	20 (parking lot full)	Surfing	Picnicking, Surfing, Sunbathing, Swimming
Friday June 10, 2005 11:30 a.m. to 12:10 p.m.	Sunny, steady breeze, moderate surf	20 (parking lot full)	Surfing	Picnicking, Surfing, Sunbathing, Swimming
Saturday June 25, 2005 8:55 a.m. to 10:00 a.m.	Sunny, steady breeze, moderate surf	20 (parking lot full)	Surfing	Picnicking, Surfing, Sunbathing, Swimming

(2) Pertinent Park Characteristics

Kamehameha Iki Beach Park is located in Lahaina Town between the 505 Front Street building and King Kamehameha III Elementary School. It is bounded on the southeast by the 505 Front Street building, by Front Street itself on the east, and on the northwest by Holy Innocents' Episcopal Church and the King Kamehameha III Elementary School.

There is one (1) paved parking area at Kamehameha Iki Beach Park that accommodates approximately 20

vehicles. Between the parking lot and the beach, there is a grassy, open space area containing a canoe club *hale* and several large shade trees. There is a shower facility available on the grounds near the *hale* for park visitor use. A second shower facility exists on the grounds of 505 Front Street that is also used by beach patrons. There are no public restroom facilities presently available within Kamehameha Iki Beach Park. A public restroom is, however, available on the mauka side of Front Street across from Kamehameha Iki Beach Park.

The shoreline fronting the park is relatively narrow, reaching a width of no more than ten (10) yards at the widest point. The park is heavily used for surfing and a popular surf location exists immediately adjacent to the Lahaina Small Boat Harbor breakwall at the north end of the beach park. Access to the breakwall surf break requires most users to walk to the north end of the beach and enter the water immediately adjacent to the harbor wall.

(3) Park Observations

- (a) Over the time period when these observations were conducted, only CORA surfing activities were observed at Kamehameha Iki Beach Park. The beach at this park appears to be inadequate in size/width for the number of people using the beach.
- (b) Several surf schools were observed operating primarily out of Kamehameha Iki Beach Park. Two (2) of these rent commercial space in the

505 Front Street complex. At least three (3) other surf schools were observed operating out of the single-family residential properties located immediately north of the grassy open space area in the park. It is unclear how many of these operators possess CORA permits.

- (c) The beach park receives heavy use by surf schools. The patrons of three (3) of these schools were observed wearing the same color shirts and were, therefore, easy to identify. On every occasion on which the park was observed, at least 60 CORA surf patrons and instructors were in the water. The ratio of patrons to instructors was generally five (5) to one (1).
- (d) In addition to surf school operations, many visitors possessed surfboards with markings on the undersides, indicating that the surfboards were rented. The beach park is also heavily patronized by local residents who surf the waves near the Lahaina Small Boat Harbor breakwall. On all occasions when this beach park was visited, there were at least 100 private surfers in the water and a minimum of 25 individuals on the beach.
- (e) The surf school operators that work out of the single-family residential housing units on the cul-de-sac immediately north of the beach park were observed lining the beach with surfboards. Some of these surfboards appear to be available for rent to passers by on the beach. Others were clearly laid out for surf school patrons. When preparing for a class, the surfboards are laid closer to the water than when they appear to be available for rent. Some of these operators also appeared to have kayaks for rent or perhaps for CORA kayak activities. These kayaks were, however, never being used during field observations.
- (f) The surf schools that operate out of the cul-de-sac use the area of the beach immediately in

front of these houses for teaching. This area of the beach is narrower than most of the rest of the park. It is also the area that anyone using the surf break must pass through when walking to the harbor end of the park. When the surf schools are giving a class on the north end of the beach, pedestrians were observed having to step over or around the surfboards or walk through the water in order to get past them. Permitted CORA operators report that as many as 30 to 40 surf boards can be observed along the beach during peak commercial use periods.

- (g) On one (1) occasion, as many as 40 patrons were on the beach receiving surf lessons in the area where surfers must pass to get to the surf break near the harbor. At this same time, there were also more than 40 surf school patrons in the water.
- (h) It appears that experienced surfers and surf school patrons use different areas of the surf break, so there seems to be little conflict in the water between these two (2) user groups. However, permitted surf school operators report that the area of the water they use is often overcrowded with CORA patrons and instructors, which makes it difficult for them to conduct their activities effectively and detracts from visitor experiences at the park.

(4) Focus Group Meeting Results

Comments received from CORA operators on Kamehameha Iki Beach Park at the six (6) focus group meetings are summarized below:

- (a) The amount of beach space on Maui suitable for beginner surfing instruction is limited.
- (b) Banning CORA operations at Launiupoko and Puamana beach parks has recently caused two (2) major surf schools to relocate their

operations to Kamehameha Iki Beach Park.

- (c) The waters fronting the beach park are often crowded, with many patrons and instructors from a single surfing company in the water at the same time.
- (d) Some operators bring 20 to 40 students into the water at any one time.
- (e) Some instructors show a lack of respect for the ocean and underlying reef by walking/trampling on areas of coral reef while delivering instruction to patrons.
- (f) Conflicts and verbal harassment between the large schools is a common occurrence at Kamehameha Iki Beach Park.
- (g) Safety is a major concern due to the high density of users in the water at Kamehameha Iki Beach Park.
- (h) Overcrowding can leave a bad impression on beach park visitors.
- (i) Basic facilities at Kamehameha Iki Beach Park require improvement.
- (j) Parking is not currently a major issue at Kamehameha Iki Beach Park due to the existence of additional parking capacity along Front Street across from the beach park.
- (k) Huliau, LLC, a non-profit organization addressing cultural and environmental interests in Lahaina, operates at Kamehameha Iki Beach Park.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: INITIATE REGULAR PATROLS AND PERMIT CHECKS

The initiation of regular patrols and permit checks would reduce the number of CORA non-permit holders operating illegally at the beach park.

RECOMMENDATION NO. 2: PLACE LIMITS ON THE NUMBER OF SURF SCHOOL PATRONS PRESENT ON THE BEACH AT A GIVEN TIME

The Department should work along side the permitted CORA operators at Kamehameha Iki Beach Park to establish and set limits on maximum numbers of CORA patrons and instructors that can safely use this County beach park at any one particular time.

RECOMMENDATION NO. 3: REQUIRE PERMITTED CORA SURF SCHOOLS TO USE GRASSY RECREATIONAL AREAS WITHIN KAMEHAMEHA IKI BEACH PARK WHEN DELIVERING INSTRUCTION

The north end of the beach is narrow in places and is presently heavily used by both private and CORA surfers to access the surf break near the harbor wall. This area of beach should, therefore, be left clear for people passing by. The south end of the beach is, however, the most popular place for general public users since it is wider than the northern sections. Due to spatial limitations on the beach, it is recommended that permitted CORA operators be required to conduct the land-based component of

classes within the grassy recreational areas available within Kamehameha Iki Beach Park.

RECOMMENDATION NO. 4: ELIMINATE CORA PERMITS ISSUED FOR ALL ACTIVITIES EXCEPT SURFING AT KAMEHAMEHA IKI BEACH PARK

As this beach park is heavily used by surfers and it appears that other CORA operators tend to not use it, permits issued for Kamehameha Iki Beach Park should be limited to CORA surfing operations only. Furthermore, a maximum allowable number of surfing permits should be set for this beach park to prevent against the continued increase in the number of CORA operators and patrons using the park.

RECOMMENDATION NO. 5: PROHIBIT CORA OPERATORS FROM PARKING IN THE DESIGNATED BEACH PARK LOT

The capacity of the designated parking lot is limited compared to the number of people using the park. The parking lot was noted to be operating at capacity during each of the four (4) field observation visits. CORA operators should be prohibited from using this parking lot in order to leave it available for non-commercial park users. As noted previously, parking capacity is available across from the beach park along Front Street.

d. Wahikuli Wayside Beach Park

(1) Field Observation Overview

Wahikuli Wayside Beach Park was visited on five (5)

separate occasions as summarized in Table IV-14.

Table IV-14

WAHIKULI WAYSIDE BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday, June 3, 2005; 12:50 p.m.	Sunny, mild breeze, hot, light surf	13 vehicles	None	Fishing, Picnicking
Friday, June 10, 2005; 6:05 a.m.	Sunny, mild breeze, strong low surf	No vehicles	None	None
Friday, June 10, 2005; 11:15 a.m. p.m.	Sunny, steady breeze, strong choppy low surf, whitecaps	11 vehicles	None	Camping, Fishing, Picnicking
Saturday, June 25, 2005; 7:20 a.m.	Sunny, mild breeze, low surf	15 vehicles	None	Fishing, Camping, Picnicking
Saturday, June 25, 2005; 9:15 a.m.	Sunny, mild breeze, low surf	92 vehicles	None	Fishing, Camping, Outrigger Canoe Racing, Picnicking

(2) Pertinent Park Characteristics

Wahikuli Wayside Beach Park is located north of Mala Wharf immediately south of Hanakao'o Beach Park. It is a long narrow strip running along the shoreline and is bounded on the east by Honoapiilani Highway. A small portion of the shoreline along the park consists of sand beach deposits, however, the

majority of the shoreline is fronted by a boulder revetment. There are small lava outcrops at various points along the coastal boundary of the beach park.

The facilities at the beach park include restrooms, BBQ grills, showers, picnic tables, and several paved parking lots. There are three (3) separate parking areas, each with its own entrance from Honoapiilani Highway.

(3) Park Observations

- (a) Over the time period when field observations were conducted, no CORA activities were observed at Wahikuli Wayside Beach Park.
- (b) A large number of park users were observed at Wahikuli Wayside Beach Park on one (1) occasion, when there was an outrigger canoe race being conducted at the neighboring Hanakao'o Beach Park. It appeared that almost none of the vehicles were tourist vehicles and there was no CORA activity at this particular time.
- (c) At the beach park's present level of use, small CORA scuba diving, snorkeling and surfing operations could probably be conducted in this park without the need for significant improvements to park infrastructure.

(4) Focus Group Meeting Results

No comments specifically addressing Wahikuli Wayside Beach Park were received from CORA operators at any of the six (6) focus group meetings.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: LIMIT CORA WEEKEND USE

This park is heavily used by local residents on weekday evenings, weekends and holidays. Limiting CORA activities to specific hours and/or days on weekends is therefore, recommended.

RECOMMENDATION NO. 2: DESIGNATE LOADING/UNLOADING ZONES IN DESIGNATED PARKING LOTS

If commercial operations at Wahikuli Wayside Beach Park are expected to remain at current levels or increase, a loading zone should be designated to allow operators to load and unload their equipment.

e. **Hanakao'o Beach Park**

(1) **Field Observation Overview**

Hanakao'o Beach Park was visited on six (6) separate occasions as summarized in Table IV-15.

Table IV-15

HANAKAO'O BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday, June 3, 2005; 12:15 PM	Sunny, mild breeze, hot, light surf	55 vehicles	None	Camping, Fishing, Jetskiing, Picnicking, Sunbathing, Walking
Friday, June 10, 2005; 6:10 AM	Sunny, mild breeze, strong low surf	2 vehicles	None	None
Friday, June 10, 2005; 8:10 - 8:45 AM	Sunny, steady breeze, dangerous shore break sign up, strong choppy surf, whitecaps	21 vehicles	None	Fishing, Sunbathing, Walking
Friday, June 10, 2005; 11:10 AM	Sunny, steady breeze, dangerous shore break sign up, strong choppy surf, whitecaps	30 vehicles	None	Jetskiing, Walking
Saturday, June 25, 2005; 7:20 AM	Sunny, mild breeze, low surf	All parking lots full	None	Jetskiing, Kayaking, Picnicking, Outrigger Canoe Racing
Saturday, June 25, 2005; 9:15 AM	Sunny, mild breeze, low surf	All parking lots full	None	Jetskiing, Kayaking, Outrigger Canoe Racing

(2) Pertinent Park Characteristics

Hanakao'o Beach Park is located north of Mala Wharf and immediately south of Kaanapali. It is bounded on the east by Honoapiilani Highway, on the north by Hyatt Regency Maui Resort, on the west by the Pacific Ocean, and on the south by Wahikuli Wayside Beach Park.

There are toilet facilities and a shower near the entrance to the park and an OSO lookout tower.

(3) Park Observations

- (a) Over the time period when these observations were conducted, no CORA activities were noted at Hanakao'o Beach Park.
- (b) The beach park is moderately used by residents on the weekdays, and heavily used on weekends. A small proportion of the park users observed were tourists. A number of tourists were engaging in a jet ski activity that operates from the north end of Hanakao'o Beach near the Hyatt Regency Maui Resort.
- (c) It is noted that surf conditions can be quite strong at this park and on one (1) occasion there were dangerous shore break signs posted along the beach
- (d) Interviews with OSOs indicated that Hanakao'o Beach Park is primarily used by CORA scuba diving and kayak operations. They indicated that there were no concerns about the scuba diving operations, but that a number of the CORA kayak operators using this park did not hold permits.
- (e) The OSO expressed concern about the following issues:
- CORA operators sometimes park in designated OSO spots to unload if the parking stalls towards the front of the parking lot are fully occupied.
 - Several CORA kayak operators at Hanakao'o Beach Park do not currently hold permits.
 - A number of CORA kayak operators are not qualified enough to educate patrons, and are not teaching about ocean safety, or environmental concerns related to the ocean.
 - CORA kayak operators have been observed taking patrons out in unsafe conditions (i.e. when there is high surf

and/or dangerous shore breaks). This creates extra work and safety concerns for OSO.

- OSOs have had to, in certain instances, prevent CORA kayak operators from going out in unsafe conditions.
- Some CORA kayak operators have been observed soliciting patrons in the park.
- CORA kayak operators often slide kayaks down the embankment to the beach, wearing down the dune vegetation and making the beach more prone to erosion from other sources.

(4) Focus Group Meeting Results

One (1) comment was received on Hanakao'o Beach Park during the focus group meetings, as follows:

- (a) The availability of restroom and shower facilities, parking, on-duty OSO, and cellular service are advantages that make operating at Hanakao'o Beach Park more beneficial to CORA companies.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: LIMIT CORA WEEKEND USE

This park is heavily used by residents on weekends and holidays. Limiting CORA activities to specific hours and/or days on weekends is recommended.

RECOMMENDATION NO. 2: DESIGNATE A LOADING/UNLOADING ZONE

A loading zone should be provided for CORA operators at Hanakao'ō Beach Park to allow loading and unloading of equipment to take place without interfering with OSO parking and operations.

RECOMMENDATION NO. 3: INSTALL A WALKWAY BETWEEN LOADING/UNLOADING ZONE AND THE BEACH AND REQUIRE CORA OPERATORS TO USE THE WALKWAY AND HANDTRUCKS TO TRANSFER EQUIPMENT

The installation of an improved walkway between the designated loading/unloading zone and the beach area would facilitate beach access and reduce environmental degradation of available park resources.

f. D.T. Fleming Beach Park

(1) Field Observation Overview

D.T. Fleming Beach Park was visited on three (3) separate occasions as summarized in Table IV-16.

Table IV-16

D.T. FLEMING BEACH PARK FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Friday, June 10, 2005; 9:00 a.m. to 10:45 a.m.	Sunny, steady breeze, strong choppy surf, whitecaps	30 vehicles	Combined Kayak/Snorkel Tours	Picnicking, Swimming, Sunbathing, Walking, Wedding Services
Saturday, June 25, 2005; 7:30 a.m. to 8:30 a.m.	Sunny, steady breeze, 2-3 foot surf, strong shore break	17 vehicles	Combined Kayak/Snorkel Tours	Swimming, Walking
Friday, July 8, 2005; 6:30 a.m. to 8:30 a.m.	Heavy clouds, strong wind, strong intermittent showers, white caps off shore, 2-5 foot surf, strong shore break	8 to 10 vehicles	Combined Kayak/Snorkel Tours	Swimming, Walking, Camping

(2) Pertinent Park Characteristics

D.T. Fleming Beach Park is located north of the Ritz-Carlton Kapalua Resort. It is bounded on the west and south by grounds owned by the Ritz-Carlton Kapalua Resort. Access to the beach park from the Honoapiilani Highway is via a steep paved road that curves down into the park which lies at sea level. The preschool at Kapalua is located mauka of the access road near the designated parking lot.

There are two (2) paved parking areas in the vicinity

of D.T. Fleming Beach Park. The lot nearest the beach accommodates approximately 22 vehicles. A second and considerably larger lot, owned by the Ritz-Carlton Kapalua Resort, is located mauka of the smaller lot.

Other facilities in the park include male and female restrooms, an OSO lookout tower, an OSO equipment storage/office building, a shower, and a large grassy recreational area containing scattered picnic tables and BBQ grills.

(3) Park Observations

- (a) Over the time period when these observations were conducted, only CORA combined kayak/snorkel tours were noted at D.T. Fleming Beach Park.
- (b) To access the beach from the parking lot nearest the water, operators were observed dragging their kayaks through approximately 20 yards of grass and up a slight slope. From the top of the slope, the kayaks were slid a short distance down to the sand and then dragged through the sand to the water's edge. During one (1) visit, CORA operators were observed using small two-wheeled dollies to transport the kayaks used by the operators. These permitted the kayaks to be wheeled across the grass to the beach rather than dragged. This appears to be much less damaging to the park grounds than dragging kayaks.
- (c) Most CORA operators using this park appeared to be conscientious of other beach park users, promptly moving vehicles following unloading their equipment. Some operators

parked in the front "designated" parking lot, as did their patrons, however, they were in the minority. The majority of CORA operators were observed parking their vehicles in the second larger parking lot adjacent to the grounds of the Ritz-Carlton Kapalua Resort. Several CORA vehicles were, however, observed either parked across several parking stalls, or with their trailers still attached to the vehicles in locations that would make it difficult for traffic to pass had the lot been full or near capacity. However, the second parking lot was never more than 10 percent occupied during site visits. County of Maui OSOs reported that CORA operators generally parked in OSO-designated stalls.

- (d) Another concern observed at the D.T. Fleming Beach Park relates to ocean safety. On all three (3) visits to this park, there were strong shore break conditions. On two of three visits there were high winds and white caps off shore. On both of these occasions, CORA patrons capsized in the nearshore waters while either exiting or entering the ocean with their kayaks. In both instances, the CORA operators had difficulty managing their own kayaks, and in one case an operator was knocked into the water by a kayak that was swept sideways in the heavy surf. On this occasion, the two (2) CORA operators supervising this group of 11 patrons decided against taking the group out on account of the severe weather conditions. However, at the same time on that day, a second operator launched three (3) kayaks with patrons.

On one (1) visit to the park, several patrons of a kayak tour were observed waiting on the beach for the rest of the tour. They had been unable to participate in the tour because the ocean conditions were too rough for them. On that same day, a second tour operator returned to the beach mid-tour (having left several patrons off the coast floating in their kayaks) to

tow in two (2) patrons that were unable to complete the tour due to strong surf conditions. The kayak capsized in the surf and the operator had difficulty getting these patrons out of the kayaks safely. After the patrons and their kayak were on the beach, he returned to the rest of his group, which had drifted a considerable distance out to sea.

- (e) County of Maui OSO expressed concern about the preparedness of some patrons for the challenging ocean conditions commonly associated with D.T. Fleming Beach Park. They felt that many operators were not adequately screening or assessing their patrons' abilities to manage in difficult conditions and that this adds an extra burden and concern to OSO duties.

(4) Focus Group Meeting Results

Comments received from CORA operators on D.T. Fleming Beach Park at the six (6) focus group meetings are summarized below:

- (a) On average, two (2) to three (3) kayak CORA operations utilize D.T. Fleming Beach Park per day.
- (b) It is presently unclear where CORA operators are permitted to load and unload equipment at the beach park. OSOs' instructions in this regard are often inconsistent.
- (c) OSOs often ask CORA operators to move vehicles during loading and unloading because it creates access issues for other beach park users.
- (d) CORA operators must currently haul equipment a long distance from the parking lot to the beach.

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- (e) A designated loading/unloading area, preferably close to the beach, would help improve the situation both for CORA and non-CORA ocean recreational activity participants.
 - (f) During the winter season, recreational use at D.T. Fleming Beach Park is limited by hazardous ocean conditions.
 - (g) The highway lacks signage informing visitors driving from Kaanapali of the approaching access road to D.T. Fleming Beach Park.
 - (h) D.T. Fleming Beach Park is the only safe launching and landing site that provides easy access to Honolua Bay.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: DESIGNATE A LOADING/UNLOADING ZONE

If CORA use of D.T. Fleming Beach Park is to be effectively managed, a designated loading and unloading area should be implemented in the beach park parking lot.

RECOMMENDATION NO. 2: PROHIBIT EQUIPMENT FROM BEING DRAGGED ON PARK GROUNDS

A requirement for CORA operators to either carry or utilize handtrucks to transfer equipment between the parking lot and beach areas is recommended to help minimize visitor-led erosion. To further ensure the protection of park resources, operators as well as their patrons should be required to utilize designated walkways where available when moving between the

parking lots and the beach.

CORA operators should be required to ensure that all handtrucks are stored in the CORA operator's vehicle when not in use.

RECOMMENDATION NO. 3: ELIMINATE WINDSURFING AND KITEBOARDING PERMITS AT D.T. FLEMING

OSO stated that the only regular CORA operations observed at D.T. Fleming Beach Park are combined kayak/snorkel tours, surfing classes, and scuba diving excursions. D.T. Fleming Beach Park is not utilized for windsurfing and kiteboarding operations. Therefore, windsurfing and kiteboarding permits may be eliminated without creating difficulties for current CORA operations.

RECOMMENDATION NO. 4: REQUIRE CORA PATRONS TO CONFIRM ABILITIES BEFORE INITIATING OCEAN TOURS

CORA operators should ensure that their patrons attest to their swimming competency before they enter the ocean on a kayak tour. They should also be required to attest to minimal fitness abilities prior to departing the shore at this park due to the challenging ocean conditions.

3. **Wailuku-Kahului Community Plan Beach Parks**
 - a. **Waihee Beach Park**

Field observations were not conducted at Waihee

Beach park due to the relatively small number of CORA permits issued for the park. The small volume of CORA operations indicates minimal conflict opportunities with other user groups at Waihee Beach Park.

b. Kanaha Beach Park (Undeveloped Portion)

(1) Field Observation Overview

The undeveloped portion of Kanaha Beach Park was visited on three (3) separate occasions as summarized in Table IV-17.

Table IV-17

KANAHA BEACH PARK (UNDEVELOPED PORTION) FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Sunday, May 15, 2005; 11:25 a.m. to 1:00 p.m.	Sunny, strong wind, moderate surf	35 vehicles	None	Picnicking, Sunbathing, Swimming, Kiteboarding
Wednesday, June 8, 2005; 10:20 a.m. to 11:45 a.m.	Sunny, steady breeze, moderate surf	13 vehicles	Kiteboarding	Sunbathing, Swimming, Kiteboarding
Friday, June 17, 2005; 11:20 a.m. to 12:45 p.m.	Sunny, steady breeze, moderate surf	22 vehicles	Kiteboarding	Sunbathing, Swimming, Kiteboarding

(2) **Pertinent Park Characteristics**

The undeveloped portion of Kanaha Beach Park is located on the north shore of Maui in Kahului north of the airport. It is located between the developed portion of Kanaha Beach Park and the Wailuku-Kahului Wastewater Reclamation Facility. This area of Kanaha Beach Park is almost entirely undeveloped, consisting solely of unpaved access roads and gravel parking lots with barriers to prevent vehicle intrusion along the shoreline.

The easternmost area of this undeveloped portion of Kanaha Beach Park is called Ka'a Point and is accessible via a rugged, heavily rutted, unpaved road. This area is difficult to access without a truck. There are tall shade trees and vegetation near the water at Ka'a Point. There are also one (1) or two (2) picnic tables under the trees in this area. Ka'a Point is separated from the beaches to the west by the Kalialinui Gulch drainageway.

The beach west of Ka'a Point, commonly referred to as "Kite Beach", is accessible from two (2) small unpaved parking lots that are immediately adjacent to Amala Place. There are also areas where beach users park on the roadside and walk through the low vegetation

to the beach. The vegetation in these areas is short and scrubby, providing no shade.

(3) Park Observations

- (a) Over the time period when these observations were conducted, only CORA kiteboarding was observed in the undeveloped portion of Kanaha Beach Park.
- (b) The entire unimproved section of Kanaha Beach Park, including Ka'a Point and the beaches west of it, are used primarily by kiteboarders and local residents. There appear to be few tourists visiting this area. The beach area to the east of Ka'a Point extending to the canoe *hale* is also a popular kiteboarding location for both private users and CORA operators.
- (c) During field observations, CORA kiteboarding operations were only observed in the Kite Beach area west of Ka'a Point where the unpaved parking lots are located. It is, however, noted that the beach area to the east of Ka'a Point extending to the canoe *hale* is also commonly utilized for commercial kiteboarding operations.
- (d) On those days when CORA kiteboarding operations were observed, they had no patrons. It appeared that these operators were either awaiting the arrival of prebooked patrons or set up to offer lessons to passers by.
- (e) A number of undesignated paths were identified across vegetation where beachgoers had parked on the roadside and accessed the beach by walking through the dune system vegetation.

(4) Focus Group Meeting Results

Comments received from CORA operators relative to the undeveloped portion of Kanaha Beach Park at the six (6) focus group meetings are summarized below:

- (a) In general, good cooperation prevails between different user groups at the beach park and little conflict occurs.
- (b) The Federal Aviation Administration (FAA) requires one (1) agent to sign a waiver on behalf of the entire CORA industry to officially allow kiteboarding at Kanaha Beach Park, but the County currently refuses to accept liability by signing the waiver.
- (c) The proposed Amala Place conservation fence could make parking less convenient, reduce the possibility of future parking expansions at the park and delay safety responses in the event of medical emergencies.
- (d) The master plan currently being formulated by the Department should take into account the restrictions on any possible expansion of parking at Kanaha Beach Park due to the presence of extensive wetlands surrounding the beach park.
- (e) A need for the expansion of parking facilities, particularly at Ka'a Point, exists.
- (f) Car break-ins are becoming a problem at Kanaha Beach Park; posted warning signs might help deter criminals.
- (g) Better park signage in general would be beneficial to users of Kanaha Beach Park.
- (h) The Kalialinui Gulch drainageway poses problems to park users. Debris, including wood and dead livestock, sometimes wash down the drainageway, and water turbidity is impacted

during and after heavy rainfall, which limits beach park usage.

- (i) Kite Beach is sometimes (over)crowded with users.
- (j) Park management plans should take into account the various gentlemen's agreements that exist between CORA operators and users.
- (k) The County does not always give adequate notice of park closure due to flooding.
- (l) The portable toilet facilities at Kite Beach require improvement.

(5) Park-Specific Recommendations

RECOMMENDATION NO. 1: IDENTIFY PERMITTED CORA AND DELINEATE SPATIAL LIMITS FOR A SPECIFIC SET OF OPERATIONS WITHIN THE UNDEVELOPED PORTION OF KANAHA BEACH PARKS

A specific set of commercial activities for which permits will be issued for the undeveloped portion of Kanaha Beach Park should be identified. Official signage containing maps delineating acceptable areas for specific activities, such as kiteboarding, should be posted throughout the undeveloped portion of the park to facilitate enforcement. Commercial kiteboarding operations should be limited to the beach areas between the Wailuku-Kahului Wastewater Reclamation Facility and the canoe *hale*.

RECOMMENDATION NO. 2: PROHIBIT ROADSIDE PARKING ALONG THE UNDEVELOPED PORTION OF KANAHA BEACH PARK

Based on field observations, vehicles parked on the roadside tend to attract other users, posing a hazard on overall roadway safety. Roadside parking also encourages people to trample the vegetated dune systems lining the coastline of the park. This results in the proliferation of eroded pathways across vegetated areas. If demand for use of this area increases beyond the current capacity of the unpaved parking lots, the development of an additional parking area within the undeveloped portion of Kanaha Beach Park in association with designated walkways providing access to the beach is recommended.

c. Kanaha Beach Park (Developed Portion)

(1) Field Observation Overview

The developed portion of Kanaha Beach Park was visited on four (4) separate occasions as summarized in Table IV-18.

Table IV-18

KANAHA BEACH PARK (DEVELOPED PORTION) FIELD OBSERVATION SUMMARY				
<i>Date and Time of Field Visit</i>	<i>Weather Conditions</i>	<i>Total No. of Parked Vehicles Observed</i>	<i>CORA Activities Observed</i>	<i>Non-CORA Activities Observed</i>
Sunday, May 15, 2005; 8:00 a.m. to 11:15 a.m.	Sunny, strong wind by 9:00 am, moderate surf	121 vehicles	None	Camping, Fishing, Picnicking, Spearfishing, Sunbathing, Swimming, Walking, Windsurfing
Tuesday, June 7, 2005; 9:15 a.m. to 10:45 a.m.	Sunny, steady breeze, light surf	46 vehicles	Windsurfing	Camping, Fishing, Picnicking, Sunbathing, Swimming, Walking, Windsurfing
Wednesday, June 8, 2005; 8:20 a.m. to 10:10 a.m.	Sunny, steady breeze, light surf	49 vehicles	Windsurfing	Camping, Fishing, Picnicking, Sunbathing, Swimming, Walking, Windsurfing
Friday, June 17, 2005; 9:45 am. to 11:15 a.m.	Sunny, steady breeze, moderate surf	57 vehicles	Windsurfing	Camping, Fishing, Picnicking, Sunbathing, Swimming, Walking, Windsurfing

(2) Pertinent Park Characteristics

The developed portion of Kanaha Beach Park is located to the immediate east of the undeveloped portion referenced in the preceding section. It

consists of a well-developed park area with extensive facilities including improved parking lots, public showers, a large canoe *hale* pavilion, scattered picnic tables and grills, and OSO lookout tower and equipment storage/office facilities. The developed portion is bounded by the Spreckelsville residential area on the east and Amala Place on the south.

The shoreline along most of the developed portion of Kanaha Beach Park consists of calcareous beach sand deposits. The area between the beach and the road is large and contains a grassy recreational area and numerous shade trees. The developed portion of the park can be divided into three (3) sub-areas: west, central and east.

The open area at the west end of the park is designated for permitted camping. It is largely separated from the beach by a line of bushes and scrub vegetation. This open area is easily accessible from the westernmost campground parking lot.

The central area of the park is more heavily shaded than the west end. There are bushes and scrub vegetation between the beach and this area of the park. The facilities in this area of the park include a large covered canoe *hale* pavilion at the west end, a sand lot volleyball area and a nearby shower, picnic tables and BBQ grills, male and female restroom facilities, and the OSO look-out tower and equipment

storage/office facilities. This area can be easily accessed from several parking areas located between the canoe *hale* pavilion and the OSO equipment storage/office facilities. Improvised roadside parking along driveways in large open areas of the park provides additional parking capacity during high use periods.

The east park area includes two (2) parking lots, the first of which is gravel, while the second more easterly lot is paved. As is true elsewhere in the park, improvised parking allows this area to provide additional parking capacity when designated stalls are full. This area also has BBQ grills, picnic tables, a shower, and portable toilets in the easternmost parking area. This is the area primarily used by windsurfers, though they also utilize the central parking areas on windy days.

(3) Park Observations

- (a) Over the time period when these observations were conducted, only CORA windsurfing was observed within the developed portion of Kanaha Beach Park.
- (b) As the developed portion of Kanaha Beach Park is reputed to be one of the best windsurfing spots in the world, it is heavily used by windsurfers. This activity is an equipment intensive sport. It should be pointed out, however, that only a fraction of windsurfers at this beach park represent CORA operators or patrons. The majority of windsurfers utilizing the developed portions of Kanaha Beach Park tend, therefore, to be

private users. At one point, 29 of 45 vehicles parked in the two (2) easternmost lots of the park appeared to belong to private windsurfers. Approximately half of these were rented vans.

- (c) OSOs assigned to Kanaha Beach Park indicated that the windsurf schools are generally observant of the rules for CORA operators and cause little difficulty at this park. They also indicated that the private windsurfers are usually observant of the park rules and customs.
- (d) Windsurfing activities are not permitted to commence until 11:00 a.m. This keeps the park and particularly the beach relatively quiet during the early mornings and gives fishermen and spearfishers a chance to conduct their activities undisturbed. It is noted, however, that CORA operators are currently permitted to begin lessons in the park from 9:00 a.m. onwards. A number of CORA operators were observed providing introductory windsurfing lessons between 9:00 a.m. and 11:00 a.m.
- (e) On one (1) occasion when the beach park was observed, a keiki windsurfing camp was being conducted. The operation began around 9:00 a.m. and participants were in the water by 9:30 a.m. There were approximately 30 children, 8 instructors and 20 or so family members present, most of the latter observing from the beach. At the same time, there were two (2) fishermen in the park, one (1) on either side of the keiki camp. The fishermen were a good distance away from the windsurfing activities and continued fishing for over an hour while the camp activities were being conducted. There appeared to be minimal if no conflict between these user groups.
- (f) Several CORA windsurf operators were observed dragging equipment across the grass and leaving it on the walkways or picnic tables.

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- (g) The developed portion of Kanaha Beach Park encompasses a large area and is characterized by a high number of private windsurfers. Windsurfers are usually present in the park daily from 11:00 a.m. till about 5:00 p.m., particularly during the summer months when wind conditions are generally stronger. The regular presence of a large number of windsurfers in the developed portion of Kanaha Beach Park is noted as a management consideration should increased levels of park visitors be anticipated in the future.

(4) Focus Group Meeting Results

Comments received from CORA operators regarding the developed portion of Kanaha Beach Park at the six (6) focus group meetings are summarized below:

- (a) An estimated 90 percent of all windsurfing on Maui takes place within the developed portion of Kanaha Beach Park.
- (b) Three (3) main windsurfing areas exist at Kanaha which correspond to different levels of expertise: beginner windsurfing towards Kook's Beach, intermediate windsurfing in nearshore areas, and advanced windsurfing beyond the outlying coral reef.
- (c) Crowding in the developed section of Kanaha Beach Park could be alleviated by re-establishing vehicular and pedestrian access to Kook's Beach for both CORA and non-CORA users.
- (d) In general, good cooperation prevails between different non-commercial and commercial user groups at the beach park and minimal conflict occurs.
- (e) Car break-ins are becoming a problem at Kanaha Beach Park; posted warning signs

might help deter criminals.

- (f) Better signage in general would be beneficial to beach park users at Kanaha Beach Park.
- (g) Park management plans should take into account the various gentlemen's agreements that exist between CORA operators and users; agreements made by the windsurfing community have been in existence for nearly 18 years.
- (h) Ocean recreational users in the developed section of the beach park face several notable hazards, including remnants of an old railroad track, construction rubble and debris. CORA operators indicated that they would be willing to help clear/remove these hazards if given permission and assistance by the County.
- (i) The County does not always give beach park users adequate notice of park closure due to flooding.
- (j) Trees within the developed portion of Kanaha Beach Park need to be maintained in a more proactive manner.
- (k) The activities of the Maui Boardsailing Association (MBA) are worth noting and include printing and distributing park usage guidelines, addressing conflict issues, providing portable restrooms, and even replacing swimming zone buoys. It is, however, noted that membership in the association is voluntary and dues are required.

(5) **Park-Specific Recommendations**

RECOMMENDATION NO. 1: PROHIBIT EQUIPMENT FROM BEING DRAGGED ON PARK GROUNDS

A requirement for CORA operators to either carry or utilize handtrucks to transfer equipment between the parking lot and beach areas is recommended to help minimize visitor-led erosion. To further ensure the protection of park resources, operators as well as their patrons should be required to utilize designated walkways where available when moving between the parking lots and the beach.

CORA operators should be required to ensure that all handtrucks are stored in the CORA operator's vehicle when not in use.

RECOMMENDATION NO. 2: PROHIBIT CORA OPERATORS FROM LEAVING EQUIPMENT ON WALKWAYS, PICNIC TABLES OR OTHER PARK FACILITIES THAT MAY BE USED BY OTHERS

In order to secure availability of park facilities, such as picnic tables and open space areas for general park users, CORA operators should be restricted from leaving excess equipment within public view while a particular activity is in operation. CORA operators should, therefore, be required to ensure that all equipment not being utilized is stored securely within the company vehicle.

RECOMMENDATION NO. 3: IDENTIFY PERMITTED CORA AND ESTABLISH SPATIAL LIMITS FOR A SPECIFIC SET OF OPERATIONS WITHIN THE DEVELOPED PORTION OF KANAHA BEACH PARK

A specific set of commercial activities for which permits will be issued for the developed portion of Kanaha Beach Park should be identified. Official signage containing maps delineating acceptable areas for specific activities, such as windsurfing, should be posted throughout the developed portion of the park to facilitate enforcement.

4. Hana Community Plan Beach Parks

a. Hana Bay Beach Park

Field observations were not conducted at Hana Bay Beach Park due to the relatively small number of CORA permits issued for the park. The small volume of CORA operations indicates minimal conflict opportunities with other user groups at Hana Bay Beach Park.

E. GENERAL OBSERVATIONS AND RECOMMENDATIONS

1. General Observation

Despite the fact that CORA operators hold permits for a number of parks, they appear to be operating out of only a few parks. CORA operators reported in focus group meetings that ocean/meteorological conditions, underwater environmental considerations, safety and access are all major factors in determining which beach parks they operate from on any given day.

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- a. Among the six (6) major permitted activities being observed in this study, (kayaking, kiteboarding, scuba diving, snorkeling, surfing and windsurfing) three (3) activities (kayaking, scuba diving, and surfing) are popular and challenging enough that commercial versions of these activities constitute a majority or near-majority of that activity being conducted in a given park. For example, at Makena Landing and D.T. Fleming Beach Parks, CORA kayaking activities constituted almost all of the kayaking observed at these parks. At Makena Landing and Ulua/Mokapu Beach Parks CORA scuba diving activities constituted more than half of the scuba diving activity observed in those parks. Surf schools and surfboard rentals constituted a large portion of the surfing activities observed at Kamehameha Iki Beach Park and almost all of the surfing activity observed at Kalama Beach Park.

These popular activities seem to be responsible for the majority of the challenges associated with CORA activities in County beach parks. In many instances the difficulties arise from overcrowding of the parks and/or inadequate facilities to meet user demand.

- b. There have been consistent reports of unpermitted operators offering lessons at many parks reported by permitted CORA operators, OSOs and residents who are regular users of the beach parks. The illegal operations seem to primarily be in the areas of surfing and kayaking. These unpermitted operators are reported to work in unmarked vehicles and run very small operations with a maximum of 2 to 3 patrons.

This makes them difficult to identify in the County parks.

2. **General Recommendations**

RECOMMENDATION NO. 1: IMPLEMENT AN ENVIRONMENTAL PROTECTION AWARENESS TRAINING PROGRAM FOR CORA OPERATORS

It is noted that many of the CORA operators observed during this study appeared to be acting as conscientiously as possible to cooperate with other users of the park and adopt practices that accommodate others. In certain instances, however, CORA operators were observed undertaking actions which were not in the best interest of the preservation of environmental quality at the beach park. Examples of such practices included dragging ocean recreational equipment between parking and beach areas and trampling over coral reef ecosystems. The implementation or selection of appropriate environmental protection awareness training programs and a requirement for a certificate of completion to be provided by CORA operators as one (1) element of the permit issuance process is, therefore, recommended.

RECOMMENDATION NO. 2: REQUIRE ALL CORA OPERATORS AND INSTRUCTORS TO BE CERTIFIED

As a condition of permit issuance, where possible, all CORA operators/instructors should be certified in their specific area of expertise, as well as possessing the appropriate first aid and CPR qualifications. Additional OSO and lifesaving training certifications should be required of owners and all full-time instructors. This would promote businesses interested in obtaining a CORA permit to adopt professional and responsible business practices. It would also contribute significantly to ocean safety on Maui.

Feedback from CORA operators indicates that proof of certain specific safety and/or training certificates is required during application for liability insurance. In addition, safety qualifications (CPR, lifesaving, etc.) may also be inherent requirements for instructor training programs for certain commercial activities, such as the Professional Association of Diving Instructors (PADI) for scuba diving.

Specialized ocean safety training programs could be provided by the County and promoted by charging CORA businesses who have uncertified employees or operators more for their permits or giving those who are certified a “preferred-operator” permit fee discount.

RECOMMENDATION NO. 3: REQUIRE THAT VEHICLES OF CORA PATRONS FOR SPECIFIED ACTIVITIES ARE PARKED IN DESIGNATED PARKING LOTS

In a number of cases, patrons of CORA operations were observed parking their vehicles as close as possible to the CORA equipment trucks and trailers resulting in unsafe parking conditions outside of designated parking lots. Makena Landing represents a good example of this problem where CORA patrons were observed parking along the mauka and makai roadsides of Makena-Keoneoio Road near the predetermined meeting places for combined kayak/snorkel tours. Where necessary, CORA operators should be required to ensure that patrons utilize designated parking lots at certain specified beach parks.

RECOMMENDATION NO. 4: PROHIBIT ROADSIDE PARKING IN CERTAIN AREAS

Prohibit parking with signs or barriers in roadside areas where safety or erosion is a concern or where parking puts infrastructure

and resources at risk. Parks where safety, erosion or infrastructure is a concern include the unimproved portion of Kanaha, Maluaka, Makena Landing, Memorial, Papalaua, Ukumehame, Wahikuli.

RECOMMENDATION NO. 5: REQUIRE CORA OPERATORS, WHERE FEASIBLE, TO PROVIDE A SHUTTLE SERVICE FOR PATRONS TO CERTAIN HIGH-USE BEACH PARKS

Where feasible, CORA operators serving more than a specified number of patrons at any one (1) time could be required to provide transportation for patrons to a specific beach park.

RECOMMENDATION NO. 6: IMPROVE SHORELINE ACCESS FOR THE TRANSFER OF CORA EQUIPMENT FROM LOADING ZONES TO BEACH AREAS

The easiest possible access to beach areas should be provided in all parks with substantial CORA operations. This will help protect the infrastructure and resources of these high use parks from equipment related erosion impacts.

Possible improvements would include:

- Designation of loading zones specifically for CORA operations. These should be as close to the beach as possible and occupation of these should be limited to a specific time frame.
- Provide designated walkways in these parks for equipment transport from the loading area to the beach.
- Prohibit CORA operators from dragging equipment across park property.
- Require CORA operators to use handtrucks on walkways to transport any equipment they cannot carry from the loading area to the beach.

In addition to minimizing damage to park infrastructure, this measure is expected to increase the efficiency of equipment transfer.

RECOMMENDATION NO. 7: PROHIBIT CORA OPERATORS FROM LEAVING EQUIPMENT ON WALKWAYS, PICNIC TABLES OR OTHER PARK FACILITIES THAT MAY BE USED BY OTHERS

CORA operators could be required to ensure that all equipment not being utilized is stored within the operator's vehicle or trailer, or in designated equipment placement areas established by the Department. An example of one such designated equipment placement area could be the scuba equipment staging area currently located adjacent to the loading/unloading zone at Ulua/Mokapu Beach Park. This measure would ensure the availability of park facilities for general park users and would minimize opportunities for conflicts.

RECOMMENDATION NO. 8: ALLOCATE OSOS WITH LIMITED AUTHORITY TO ENFORCE CORA ADMINISTRATIVE RULES

The allocation of limited authority to OSOs would allow for the effective enforcement of CORA regulations at parks having OSOs presence. OSO should possess the capability to contact and notify parks enforcement officers in situations where CORA administrative rules are being actively violated by an operator.

RECOMMENDATION NO. 9: ESTABLISH A "THREE-STRIKES" POLICY FOR PERMIT VIOLATIONS WHICH OCCUR DURING THE SAME PERMIT SEASON

For repeat offenders during the same permit season that do not follow park rules, a "three-strikes" policy should be adopted. The

finer for violations should be tiered to increase with additional violations. For CORA operators that repeatedly commit the violations, permits for that particular season should be revoked. The power to confiscate equipment should be available to parks enforcement officers dealing with operators without permits.

RECOMMENDATION NO. 10: REQUIRE WATERPROOF IDENTIFICATION TAGS/WRIST BANDS TO BE WORN BY ALL CORA INSTRUCTORS

To facilitate identification of CORA operators without permits, the Department could implement an identification system. The issuance of tags or something similar to permitted CORA operators would allow parks enforcement officers and park users to identify unpermitted operators, thereby facilitating the enforcement process.

RECOMMENDATION NO. 11: SET-UP AN ENFORCEMENT HOTLINE

Beach park users and permitted CORA operators should be educated about the importance of providing the County with information to help identify illegal operators and activities. The establishment of a hotline that may be used to report activities including a description of the vehicle, license number, date, time, location, description of equipment, etc., is considered beneficial.

RECOMMENDATION NO. 12: REQUIRE ALL PERMITTED CORA OPERATIONS TO CARRY INSURANCE

All CORA operators should be required to carry sufficient insurance to cover the business against loss, injury, death or other claims that may be made against them by dissatisfied patrons.

RECOMMENDATION NO. 13: REQUIRE ALL PERMITTED CORA OPERATIONS TO INDEMNIFY THE COUNTY

CORA operations should be required to provide proof of additional insurance that indemnifies the County against any legal claims-based incidents that occur during or as a result of participating in a CORA activity. CORA operations should also be required to sign an agreement stating that they will not issue a claim against the County.

RECOMMENDATION NO. 14: EXTEND PARK HOURS AT CERTAIN PARKS TO ALLOW NIGHT TIME SCUBA DIVES

Permitting night dives during defined time periods at specific beach parks would allow CORA operators to take advantage of those early evening hours, when the majority of general park users have departed for the day. Such night dives would involve minimal, if not any, conflict opportunities with other park user groups.

RECOMMENDATION NO. 15: ESTABLISH A VOLUNTARY PARK RESPONSIBILITY PROGRAM WITH CORA PERMITTEES

The implementation of voluntary clean up programs or adopt-a-park initiatives would allow CORA permittees to take an active role in protecting environmental quality at those beach parks where they operate.

The following chapter, Chapter 5, discusses how these park-specific and general recommendations were utilized as a basis for formulating administrative rules which advance the intent of Chapter 13.04.255 of the Maui County Code and ensure the safeguarding of public health, safety and welfare at County beach parks.