

HFC Committee

From: Action Sports <actionsportsmaui@gmail.com>
Sent: Wednesday, February 13, 2019 8:02 PM
To: HFC Committee
Cc: Riki Hokama; Yukilei Sugimura; Kelly King; Keani N. Rawlins; Tasha A. Kama; Alice L. Lee; Mike J. Molina; Tamara A. Paltin; Shane M. Sinenci
Subject: Testimy OPPOSE Kanaha Beach Park Master Implementation Project #(CBS-4583) (HFC-5)

Dear Chair Hokama and Council Members,

I oppose the Kanaha Beach Master Project

Regarding: Maui County Communication #18-410 Kanaha Beach Park Master Implementation Project #(CBS-4583) (HFC-5)

- Current plan should be filed (dismissed), because it fails to address current needs for near shore parking
- Kanaha beach is the LARGEST ocean front recreation park on Maui.
- Kanaha beach includes the highest concentration of ocean access points on the North shore.
- The majority of public ocean access points are located within Kanaha Park.
- Kanaha park contains the majority of the windsurfing and kiteboarding access on Maui.
- Kanaha is unique in this regard as it is situated between the airport and the harbor,
- The majority of the public ocean sports activities access on the north shore of Maui is located within the park.
- This Kanaha improvement plan still does not acknowledge this most important fact.
- A large majority of park users are also ocean users, who need near shore access.
- The park's ocean recreation users also need near-shore parking to load unload equipment, and for safe ingress and egress.
- This plan fails to accommodate the needs of the huge number of park users who come for ocean recreation.
- Currently, the status-quo provides a critical amount of near-shore access parking that is vital for ocean users and park users.
- This new plan attempts to eliminate a huge portion of currently used ocean access parking areas.
- Several of these key access/parking areas/roads, has historical significance, and have been used continuously for decades and over generations.
- Kaa Point and Keyhole are historically used roads and parking areas that date back over 75 years to WWII and some date back to the earlier plantation era.
- The Kanaha plan also calls for the addition of new parking areas to be built on top of sensitive native vegetation areas and to extend new concrete walking paths over dunes, beach sand and wetland areas.
- Despite considerable public feedback, and ongoing testimony, and dozens of emails complaining about the shortfalls of the plan, the plan remains fundamentally unchanged.
- In short, this plan still fails to meet the needs of the users and fails to protect the resources and the environment.
- Any plan such as this that takes away near shore parking and restricts ocean access should be avoided.

This Plan/report is misleading:

Whilst this plan claims to "improve ocean access" (example p17 Ka'a Point) when in reality it is doing the opposite, by eliminating the most important and desirable parking near the shoreline.

This plan uses “clever language” and falsely coloured diagrams, inaccurate data, and misleading statistics to hide the fact that it is taking away current access, and is trading it away for less desirable, less secure parking, that is also environmentally damaging.

This plan is a big waste of money:

Most of the improvements and expenses listed in this plan will do nothing to improve the actual user experience (except perhaps with adding a few new toilets).

This plan in effect shuffles around existing parking spaces, and paves over natural areas, and creates no significant net benefit to anyone.

Leaving the park as it currently is would be much better than implementing this short-sited plan.

Do Not Approve this Plan:

Do not approve this plan it will simply make the park worse, not better. This plan has been pushed through against the wishes of the community and in spite of a huge amount of testimony from affected user groups, and environmental groups.

Simply maintaining the park as it currently is will be better for the community, the environment and for the future users of the park.

References:

- Page 17 states current parking at Ka’a Point will be closed, all the nearshore parking will be Closed. Parking to be moved farther away (mauka = away from shoreline).
- Page 16 removing the shoreline access parking will not improve shoreline access. Report states this will “improve the shoreline access”, when in fact this is the opposite of improving shoreline access.
- Page 16 Keyhole parking will be relocated to “Mauka” side
- Moving parking farther mauka will not improve shoreline access: (many people like to park close to shore at Ka’a point, and Keyhole to bring coolers, fishing gear, canoes, Sup boards, and picnic gear etc. Moving the closest parking farther away causes inconvenience and difficulty to beach users, especially families that use this area.
- Also, remote parking is less secure and more prone to theft: This area of the park has the worst theft problems, eg. vehicular break-ins, most commonly in the more mauka parking spots.
- Removing mature ironwood trees and replace with small natives bad environmentally, As it may cause dune destabilization. Better to plant natives first and allow them to mature, before removing mature ironwoods. Only replace mature trees as needed.

Regards,

David Dorn
808-283-7913

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