

**Summary of Community Advisory Committee's Draft of
Proposed Revisions to Hā'ena State Park (HSP) Master Plan
July 2016**

Access Summary

1. HSP will establish **Controlled Access Hours (CAH)** as a way to manage overuse of the park by the public and to help restore a balance to this culturally significant area.
2. **Controlled Access Hours (CAH)** are proposed to be 7:30 am - 5:30 pm, but are subject to change if park use before 7:30 am or after 5:30 pm is excessive.
3. HSP will be *adaptively managed* by **the community** and **the Division of State Parks** to achieve the goal of reducing use to approximately **900 persons per day during CAH**. This will be averaged over a month so adjustments can be made for park closure days and is therefore a "soft" limit.
4. DLNR rules allow state parks to manage impacts by establishing two types of park users. These are: 1) Fee-Paying Park Users (FPPU) and 2) Fee-Exempt Park Users (FEPU). All residents of Hawaii qualify to be Fee-Exempt Park Users.
5. Entry fees are established by Hawai'i Administrative Rules (HAR) 13-146-6 at the rate of \$5/car or \$1/person. HAR 13-146-6 also states that Hawaii residents are exempt from paying park entry fees if they can show a valid Hawai'i ID. Other categories of FEPU may be established such as registered volunteers.
6. Access to HSP will be limited to a single entry point, at Kūhiō Highway near the present parking lot/helipad site. This single entry point will be used to control access during CAH.
7. Vehicles will be allowed into one of two designated parking areas – one for Fee-Paying Park Users (FPPU) and one for Fee-Exempt Park Users (FEPU).
8. Outside of CAH: anyone may enter the park, by vehicle, on foot, or by bicycle; but they must leave the park before the start of CAH unless they meet the requirements for park access during CAH. (See two items immediately below.)
9. During CAH: FPPU (non-residents) will be allowed to enter the Park only if they possess a pre-paid entry receipt. This applies to all FPPU, regardless of whether they arrive by car, by shuttle, by bicycle, or on foot.
10. During CAH: adaptive management of the size of the FEPU parking area and adaptive management of the number of park entry slots held back for daily use will be used to meet the typical access needs of FEPUs, enabling them to enter the park by car (using the FEPU parking area), by shuttle, by bicycle or on foot.
11. Native Hawaiian cultural practitioners visiting the park to undertake their traditional and customary cultural practices will be exempt from park visitor limits.

Parking Summary

1. The approximately 100 space parking area shown in the Master Plan will be adaptively managed to accommodate both FPPUs and FEPUs.

2. The area shown in the Master Plan as a “Staging Area” (just north of the primary parking area) can be used for volunteer and cultural groups that access the park via a special use permit.
 3. A small, approximately 15 stall parking area near the existing restroom at the end of the road will be strictly managed only for handicapped park visitors and for cultural practitioners who have an authentic need to use that parking area.
 4. Overnight campers at NPCSWP will not be allowed to use the parking areas. (This will also be a specific condition of their NPCSWP camping permits.)
 5. Unauthorized parking anywhere in the park will be subject to tow-away. It is intended that parking restrictions and tow-away zones will be strictly enforced.
 6. State Parks and the CAC will advocate for DOT to establish tow-away zones between Limahuli Stream and the eastern boundary of Hā’ena ahupua’a (close to the Hā’ena Place cul de sac). We propose that parking will be allowed only for residents who obtain residential parking stickers for their vehicles.
 7. The HSP CAC will work with the HI DOT and the County to implement and enforce this plan so that parking along Kūhiō Highway does not negatively impact the larger community.
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Shuttle/Transportation Summary

1. The HSP CAC is working with county, federal and state agencies to promote the creation of a north shore shuttle system that will enable HSP and NPCSWP visitors to park in Princeville and/or other locations and take shuttle buses to and from HSP. The shuttle bus would be capable of accommodating day-use gear by Kē’ē Beach users and camping gear by NPCSWP overnight campers.
 2. Until such a shuttle exists, the HSP fee-based parking area will be managed to maximize the capability of the parking area to accommodate park visitors and minimize traffic impacts.
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Facilities Summary

1. For safety reasons (rockfall hazard), the existing road (Route 560) will be closed from the park entry point (near the present parking lot/helipad site) to the parking area at Kē’ē, and replaced with an ADA-compliant pedestrian path, makai of the projected rockfall zone.
2. Limited use of the existing road will be allowed for authorized personnel (staff, lifeguards, and emergency vehicles) and qualified park visitors (ADA access, cultural practitioners who require access to Kē’ē, authorized retrievals of distressed kayakers, etc.).
3. The existing visitor parking area at Kē’ē will be closed. Visitor parking will take place at the ~100 space parking area near the park entry point. A small, ~15 space parking area will remain near Kē’ē for use for ADA access and cultural practitioners with special needs.
4. The park entry area will include a turnaround, shuttle bus stop, small 20'x30' welcome pavilion/hale (much smaller than that proposed in the Draft EIS/Master Plan) and comfort stations.