

## PSLU Committee

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**From:** Bruce Purvis <purvis.bruce@gmail.com>  
**Sent:** Friday, May 29, 2020 10:36 AM  
**To:** PSLU Committee  
**Cc:** Keep Wela Street Land Open Space; Tina Wildberger; Kelly King; Robert Bristow; Catherine St. John; Joanne OKane; Domingo Angela; Mary Jo LoBianco; Jaime Perez; Mella; Randol Leach; ela.drozd@gmail.com; Donna; Dottie Nykaza; Doug Nelson; George Fein; Susan Arnold; Darlene Abt; Tim Mead; Kate Steinberg  
**Subject:** Wela Street (Kihei) Zoning change

Aloha -

I am respectfully submitting my thoughts for the June 3rd meeting of the Planning and Sustainable Land Use Committee. Were COVID-19 not still a potential issue, I would be appearing in person at your meeting. But, I will be dialing in by phone, just in case anyone would like me to elaborate on any of my points below.

I live at 42 Ponana Street, in Kihei... a matter of mere feet from the plot at issue... TMK: (2) 3-9-004:141

I am opposed to this re-zoning proposal as proposed by Lehua Builders, Inc., et.al.

1) My opposition is **not** a case of "not in my back yard". I am not opposed to some sort of development of this strip of land that has remained an ugly, empty, dumping spot and fire hazard for years. Rather, my opposition is to **this** particular proposal.

2) My primary opposition is not related to climate change and potential flooding/tsunami issues. Albeit legitimate issues, I'll leave that argument for others to debate... especially as it tangentially pertains to the 2019 "Just Transition" Maui County Council Resolution 19-209.

3) My opposition is primarily a traffic concern, especially if all of those residential units are to be exiting out on to Wela Street.

The proposal is for 28 "single family" units. (Note, the strip of land is arguably too small for that many units.)

I still await official and definitive word on how many of those 28 "single family" units are to include separate or attached ohanas. That specific ohana issue is magnified when you look at the numbers...

It's reasonable to expect that each of these 28 units will have at least one or two automobiles associated with them. So, there is a great possibility (probability?!) that 56 cars will be exiting out on to Wela Street.

Then, what if ohanas are to be included? With each ohana having one to two cars (even more with guests!), that amounts to 112+ cars all exiting out on to Wela Street. Granted, they wouldn't all be exiting at the same time, but that's a lot of cars and traffic.

So, what sort of traffic study has been done to address that?

What percentage of cars will proceed down Wela to Ala Koa Street, where they will exit directly out on to South Kihei Road (along with everyone else exiting from Maui Hill Condos, Keawakapu Apartments, and our four streets of houses)?

What percentage of cars will, instead, exit by proceeding up Ponana, Ahekololo, Hoohale, and/or Hoolapa Streets?

Again, that's a lot of traffic when you consider...

a) Wela already typically has one to three cars, trucks, and/or commercial trailers parked on the street overnight each night (and that's in addition to the cars frequently abandoned on Wela Street!).

b) Wela is arguably too small to allow ambulance/fire/police emergency vehicles to easily maneuver if cars are parking (day or overnight) on both sides of the street.

- c) Who is going to monitor and be responsible for traffic issues related to on-street parking by these new residents?
- d) The pedestrian walkway between this plot and Kihei Surfside/Mana Kai Maui resorts and Sarento's is a busy intersection that already has seen at least one adult hit by a car on Kihei Road just recently. When even an adult is known to have been hit by a car despite being in the designated crosswalk (with lights flashing!), what can be anticipated when children residing in these affordable housing units start crossing Kihei Road, for example going to the beach? And what are the odds that every child crossing over Kihei Road will cross the street in a designated pedestrian cross-walk?
- e) The intersection of South Kihei Road and Ala Koa Street (where much of the Wela Street traffic is apt to go) is already a busy intersection, where it's extremely difficult to make a left turn, especially during high tourist season.
- f) Is the county prepared to pay for a traffic light that undoubtedly would be required for this additional traffic at the Kihei Road/Ala Koa intersection?
- g) The streets mauka of Wela in this subdivision are private streets. Is the County or the Lehua Builders, Inc., et.al., prepared to reimburse these private street HOAs for the wear and tear on our streets resulting from a reasonably anticipated significant increase in car traffic (if these people choose not to exit out directly onto Kihei Road)?
- h) What would be the speed limit on Wela Street, and who would be monitoring and enforcing it? On Ponana Street, the speed limit is 10 MPH, and we can enforce that through our neighbors/HOA/HOA dues/and police help since we're a private street. But who would be responsible for monitoring and enforcing it on Wela? And would it be a child-friendly speed limit?
- i) Who will be accountable and responsible for monitoring that none of these 28 units and/or ohanas will be used for illegal, short term rental?

j) Who would be accountable and responsible for enforcing that these 28 units (and ohanas) are to be, and will be, reserved for single family use?  
k) And finally, has anyone given thought to the risks posed to children who may be walking, playing, or riding their bikes on Wela St with all this additional traffic. It's inevitable that someone is going to get hurt. Who is going to be responsible if/when that happens?

Ultimately, each and every one of these questions should be given a public, reasonable, and plausible answer before any final decision is made on this proposal. I hope the final decision is to Decline this housing development and re-zoning proposal.

Thank you for your time and consideration in this important matter.

Respectfully submitted,

Bruce J. Purvis, M.D.  
42 Ponana Street  
Kihei, Maui