

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
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STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

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LAND
STATE PARKS

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission
Co-Chair Ryan K. P. Kanaka'ole**

**Before the House Committee on
HOUSING**

**Wednesday, February 4, 2026
9:00 AM**

State Capitol, Conference Room 430 and Via Videoconference

**In consideration of
HOUSE BILL 1701**

RELATING TO PARKING

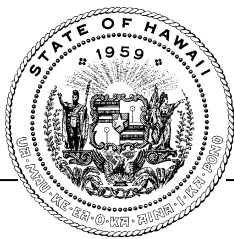
House Bill 1701 prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

Parking mandates subsidize the cost of parking by providing an excess of free and low-cost parking space, incentivizing drivers to take more trips by car. This drives development that is unsafe and sprawling making travel by walking and biking challenging and perpetuating the choice of driving a car vs healthier and more sustainable modes of travel. Car centric development is not only a significant contributor to climate change but also exacerbates the impacts of climate change such as urban heat island effects and flooding and run off from intensifying weather events.

Parking policy also is a fairness issue as low-income communities end up subsidizing infrastructure that tends to benefit wealthier car owners and those able to afford recurring fuel costs. Parking minimums increase construction costs and reduce the availability of much needed housing. Communities that have eliminated parking minimums have seen benefits including

economic growth, healthier, safer, and more livable communities that prioritize fair access to community resources while reducing greenhouse gas emissions. Mahalo for the opportunity to comment on this measure.



**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
HOUSE COMMITTEE ON HOUSING

Wednesday, February 4, 2026
9:00 AM
State Capitol, Conference Room 430

in consideration of
HB 1701
RELATING TO PARKING.

Chair Evslin, Vice Chair Miyake, and Members of the House Committee on Housing, the Office of Planning and Sustainable Development (OPSD) **supports** HB1701 which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement program area. Removing parking minimums removes financial, infrastructure and land barriers in transit-oriented development areas should agencies and developers see parking requirements as a hinderance to housing production or other projects. This measure may encourage those living within half mile of the transit stations to commute using public transit and reduce the demand and cost for vehicle ownership.

The removal of parking minimums is in alignment with the State's Transit-Oriented Development Council's Strategic Plan to encourage more public transit ridership, walking, biking, etc. This will help create more housing, compact development, walkable neighborhoods, and a mixed-use community centered around transit.

Thank you for the opportunity to testify on this measure.



Testimony in Support for HB1701 - Relating to Parking
Committee on Housing (HSG)
Wednesday, February 4, 2026 at 9:00AM

Dear Chair Evslin, Vice Chair Miyake, and members of the HSG committee,
Mahalo for the opportunity to **testify in support of HB1701**, which would remove barriers to affordable housing statewide by prohibiting minimum off-street parking requirements in transit-oriented development infrastructure improvement program areas.

Hawai'i Appleseed supports the proposed legislation for numerous reasons, including that:

1. **Parking mandates are costly and counterproductive.** A 2020 study from the Ulupono Initiative found that the cost to build parking in high-rise buildings (with podium-style parking) for affordable and mixed-income rentals in Honolulu's urban core costs up to \$55,000 per unit.¹ Adjusted for inflation, this cost now exceeds \$68,000 per unit. These expenses do not come out of thin air—they are baked into the overall cost of development, reducing the number of affordable units that can be built and increasing the cost of rent or sale for local families. According to the 2020 study from Ulupono Initiative, for a single person renting a small studio in urban Honolulu, parking could add up \$410 per month to their rent – even if they don't own a vehicle.²
2. **More parking does not mean more housing security.** Individuals living in affordable housing are less likely to own cars, and data shows that lower-income residents often prioritize affordable rents and proximity to transit, jobs, and schools over parking availability. Moreover, mandating more parking means reducing the number of affordable homes that can be built on a given parcel due to land and cost constraints. For example, imagine that a high-rise building of 200 mixed-income rental units was being planned in Honolulu. If one parking stall was built for every two units, in today's dollars, this would add a whopping \$6.8 million to the cost of the project.
3. **Eliminating parking mandates aligns with national best practices and local priorities.** Across the country, over 90 jurisdictions have eliminated or significantly reduced parking minimums, recognizing that such mandates hinder housing production and promote sprawl.³ In 2020, the Honolulu City Council removed parking minimums for new housing and commercial development in the urban core and transit oriented development (TOD) areas through Ordinance 20-41. Recent analysis from Hawai'i Appleseed shows that permitted parking within housing developments in TOD areas on O'ahu approved from 2010–2025 decreased by over 12

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," Prepared by PBR Hawai'i, August, 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.

² Ibid.

³ Parking Reform Network, "Parking Mandates Map," January 6, 2025.
<https://parkingreform.org/resources/mandates-map/>

percent following passage of Ordinance 20-41, with the greatest reductions in parking made by affordable housing developers.⁴

4. **Eliminating parking mandates advances the state's climate and equity goals.** We cannot meet our climate commitments or equity objectives if we continue to design our neighborhoods around car storage instead of people. Forcing developers to build more parking locks residents into car dependency and undermines investment in walking, biking, and public transit infrastructure. It also disproportionately harms lower-income residents who are the least likely to benefit from car-centric policies.

In summary, HB1701 represents a common-sense reform that will help reduce the cost of housing and allow communities and developers to respond to actual needs rather than the outdated, one-size-fits-all approach of parking mandates.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

⁴ Seitz, A., Gilliam, T., and Heim, A, "Stalled: How Parking Mandates Drive Up Housing Costs," Hawai'i Appleseed Center for Law and Economic Justice, October 2025.
https://static1.squarespace.com/static/601374ae84e51e430a1829d8/t/68f15c7cbf563d6a7080bf8f/1760648316670/Stalled_FINAL.pdf.



February 4, 2026

The Honorable Luke A. Evslin, Chair

House Committee on Housing

State Capitol, Conference Room 430 & Videoconference

RE: House Bill 1701, Relating to Housing

HEARING: Wednesday, February 4, 2026, at 9:00 a.m.

Aloha Chair Evslin, Vice Chair Miyake, and Members of the Committee:

My name is Lyndsey Garcia, Director of Advocacy, testifying on behalf of the Hawai'i Association of REALTORS® ("HAR"), the voice of real estate in Hawaii and its over 10,000 members. HAR **supports** House Bill 1701, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

Transit-Oriented Development ("TOD") is a planning approach that creates walkable, mixed-use communities within a half-mile of rail or transit hubs. TOD helps to build communities where residents can live, work, and enjoy daily activities close to home. By reducing off-street parking requirements in TOD areas, it encourages the use of public transit and other transportation options, improves walkability, and helps ease traffic congestion.

This measure allows projects flexibility to account for the specific needs of the community and can help to reduce overall costs for much needed housing projects while still allowing developers to build parking they find fits the needs and demands of the consumer.

Mahalo for the opportunity to provide testimony on this measure.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Housing

February 4, 2026 at 9:00AM

Conference Room 430

HB 1701

Relating to Parking

Dear Chair Evslin, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1701**, which would prohibit minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.¹ Prohibiting minimum off-street parking requirements for new developments or redevelopment projects located in TOD infrastructure improvement program areas can help reduce housing costs for residents, increase transportation choices, reduce transportation emissions and traffic congestion, and improve resident quality of life.

Optimizing parking supply, coupled with encouraging density and mixed land use in strategic areas and enabling and providing multiple modes of active and shared transportation can improve livability of neighborhoods and reduce the cost of living for residents. Excessive parking on the other hand, reduces walkability of a neighborhood, promotes sprawl, and leads to car-oriented development patterns.

Right sizing parking supply is particularly important to help the State and County address cost of living and equity concerns as well as meet [the State's codified carbon net-negative goal](#) and [requirements in the Navahine Settlement](#). The bill is consistent with strategies and actions identified in other regional plans, including the [Honolulu Urban Core Parking Master Plan](#), [Climate Action Plan](#), [Honolulu Transportation Demand Management Plan](#), and [Energy Conservation and Emissions Reduction Plan for Honolulu Transportation](#)

¹ https://oahumpo.org/?wpfb_dl=2215

[Systems, Investing in Transportation Choices](#), and [Drivers of Vehicle Miles Traveled and Priority Reduction Strategies](#).

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Thank you for the opportunity to provide testimony on this measure.



Hawai'i YIMBY
Honolulu, HI 96814
hawaiiyimby.org
info@hawaiiyimby.org

February 4, 2026

House Committee on Housing
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for HB 1701 - RELATING TO PARKING

Aloha Chair Evslin, Vice Chair Miyake, and Members of the Committee,

On behalf of Hawai'i YIMBY, we are writing in **strong support of HB 1701**.

Hawai'i is facing a severe housing shortage, and unnecessary costs added to housing construction only make that crisis worse. One of the most expensive and outdated requirements driving up costs is mandatory off-street parking. Each required parking stall can cost tens of thousands of dollars to build, costs that are ultimately passed on to renters and homebuyers.

HB 1701 takes a targeted, common-sense approach by prohibiting minimum parking requirements in transit-oriented development infrastructure improvement program areas. These are places specifically planned around rail and high-quality public transit, where residents can rely less on driving. By allowing parking to be right-sized based on real demand, this bill helps reduce costs and makes better use of limited land. The savings from eliminating unnecessary parking can be used to lower rents, reduce home prices, or build additional housing units.

Importantly, **HB 1701 does not ban parking**. Developers may still provide parking where it makes sense, and all accessible parking and disability requirements remain fully protected. Counties also retain the authority to manage parking through maximums or other policies.



Hawai'i YIMBY

Honolulu, HI 96814

hawaiiyimby.org

info@hawaiiyimby.org

HB 1701 also supports adaptive reuse by reducing parking barriers when converting existing buildings into housing. This flexibility can help bring new homes online faster and at lower cost.

HB 1701 prioritizes housing affordability, efficient land use, and transit-supportive communities. **Choosing people over parking means choosing homes near transit over empty stalls and families over unnecessary costs.**

Hawai'i YIMBY (*Yes In My Backyard*) is a volunteer-led grassroots advocacy organization dedicated to supporting bold and effective solutions for Hawai'i's devastating housing crisis. Our members are deeply concerned about Hawai'i's chronic and worsening housing shortage, which has caused home prices to rise much faster than incomes and pushes thousands of kama'āina out to the mainland or into homelessness every single year.

We ask your support for this bill. Thank you for the opportunity to testify.

Sincerely,

Damien Waikoloa

Chapter Lead, Hawai'i YIMBY

Edgardo Díaz Vega

Chapter Lead, Hawai'i YIMBY

Huey Kwik

Chapter Lead, Hawai'i YIMBY



February 4, 2026

TO: Chair Evslin and Members of the House Committee on Housing
RE: HB 1701, Relating to Parking

Dear Chair Evslin and Committee Members,

Housing Hawai'i's Future is a nonprofit dedicated to creating opportunities for Hawai'i's next generation by ending the workforce housing shortage.

We strongly support House Bill 1701. This is a measure about community choice, and parking minimums are a major, avoidable cost that raises rents and home prices. This rings true in transit-oriented development infrastructure improvement program areas.

Decades of modern analysis show that off-street parking mandates add very large amounts to the per-unit cost of new housing, conservatively in the tens of thousands of dollars per stall (the cost of an average stall in Honolulu is \$68,000), and local analyses often estimate \$70k–\$100k per unit when parking is overbuilt.¹

The City and County of Honolulu and other localities have already moved to remove or loosen parking requirements for certain projects (for example, Ordinance 19-8 eliminated many parking requirements for qualified rental housing projects), and those reforms have shown how policy change can unlock housing without jeopardizing neighborhood character.

Removing arbitrary minimums lets builders meet real demand rather than paying to store vehicles people may not own or use. Local governments, project applicants, and neighborhoods retain the ability to propose, negotiate, and supply parking in ways that match actual community needs. **Let's advance HB1701.**

Thank you,



Lee Wang
Executive Director
Housing Hawai'i's Future
lee@hawaiiisfuture.org



Perry Arrasmith
Director of Policy
Housing Hawai'i's Future
perry@hawaiiisfuture.org

¹ For facts and figures, see <https://tinyurl.com/mswb7hwr>.
hawaiiisfuture.org

Feb. 4, 2026, 9 a.m.
Hawaii State Capitol
Conference Room 430 and Videoconference

To: House Committee on Housing
Rep. Luke Evslin, Chair
Rep. Tyson Miyake, Vice Chair

From: Grassroot Institute of Hawaii
Ted Kefalas, Director of Strategic Campaigns

RE: TESTIMONY IN SUPPORT OF HB1701 — RELATING TO PARKING

Aloha chair, vice chair and other members of the Committee,

The Grassroot Institute of Hawaii **supports** [HB1701](#), which would prohibit counties from mandating off-street parking spaces for projects in transit-oriented development infrastructure improvement program areas.

This bill would lower construction costs for much-needed housing and encourage the construction of walkable neighborhoods in areas with access to public transit.

Research has shown that imposing parking mandates increases housing costs. Construction costs for parking garages or spaces, as well as the cost of acquiring land for parking, are passed to homebuyers and renters.¹

Further, required parking for projects near transit undermines the entire goal of a transit system, which is to offer people alternatives to using vehicles for their daily commutes.

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

¹ [“The Costs of Parking in Hawai‘i,”](#) prepared by PBR & Associates for the Ulupono Initiative, August 2020, p. 3; C. J. Gabbe and Gregory Pierce, [“Hidden Costs and Deadweight Losses: Bundled Parking and Residential Rents in the Metropolitan United States,”](#) Housing Policy Debate, Vol. 27, Issue 2, Aug. 8, 2016.



LATE

OUR MISSION

To support and advance public policies that make Hawai'i affordable for all working families.

OUR VISION

Collaborative, sustainable, and evidence-based public policies that create a diverse and sustainable Hawai'i economy, an abundance of quality job opportunities, and a future where all working families living in Hawai'i can thrive.

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HolomuaCollaborative.org

Committee: House Committee on Housing
Bill Number: HB 1701, Relating to Parking
Hearing Date and Time: February 4, 9:00am, Room 423
Re: Testimony of Holomua Collaborative – Support

Aloha Chair Evslin, Vice Chair Miyake, and members of the committee:

Mahalo for the opportunity to submit testimony in support of HB 1701, Relating to Parking. This bill would prohibit counties from imposing minimum parking standards for developments within transit-oriented development (TOD) infrastructure improvement program areas.

Hawai'i remains in a severe housing crisis. Skyrocketing home prices leave many local families struggling to secure safe, attainable places to live. The median single family home price in Hawai'i now exceeds \$1,000,000, while the median for a condominium is nearly \$650,000, creating an impossible barrier for most residents. As a result, many local families are being forced to leave in search of more affordable options elsewhere. Between July 2024 and July 2025, an average of 11 people left Hawai'i *each day*.¹ More Native Hawaiians now live outside Hawai'i than within it, representing a staggering loss of our culture, traditions, and the very essence of what makes Hawai'i home.

In October 2025, a survey² on the day-to-day financial experience of local workers suggested that this crisis continues to reach alarming levels. When nearly 3,200 local workers were asked if they might need to move to a less expensive state, only 25 percent answered a definitive “no”, which is a decrease from 31 percent in 2024. Meanwhile, 75 percent said “yes” or were “unsure”, representing an increase from 69 percent in 2024. Additionally, more than half of respondents cited housing costs as the primary driver of their high cost of living.

The high cost of living and limited housing options have led essential members of our workforce, including teachers, firefighters, and health care workers, to consider relocating. This exodus deepens our state's labor shortages and diminishes the quality of life for all residents. Each local worker and family we lose to the continent contributes to the erosion of our economy, our culture, and our community.

HB 1701 addresses a critical driver of these costs by removing outdated parking mandates in areas specifically designed for high-density, transit-supportive growth. In Hawai'i, the cost of constructing a single parking stall in a structured garage can range from \$50,000 to over \$80,000.

¹ U.S. Census Bureau, Population Division Estimates, released January 2026; and calculations by the Hawai'i State Department of Business, Economic Development & Tourism, Hawai'i State Data Center.
https://files.hawaii.gov/dbedt/census/popestimate/2025/state-pop/2025_daily_est_state.pdf

² 2025 Hawai'i Affordability Survey - <https://holomuacollective.org/survey-25/#3>

When government mandates force developers to build parking in TOD areas, where transit access is highest, it forces local families to pay for a "bundled" parking stall they may not need or want. This massive capital expense is passed directly to the resident through higher rents or mortgages, often pricing them out of the very neighborhoods intended to be the most accessible.

By passing HB 1701, the legislature can ensure that our investments in transit infrastructure are maximized by allowing for more housing, rather than more pavement. This bill empowers builders to right-size parking based on actual resident needs, reducing the "invisible tax" on housing production in our most vital growth corridors. We must prioritize housing for people over mandated space for cars if we hope to make Hawai'i affordable for the 75 percent of local workers who are currently questioning their future in our islands.

We respectfully urge you to pass this measure. Mahalo for your consideration.

Sincerely,

Matthew Prellberg
Policy & Communications Director



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LATE

HOUSE COMMITTEE ON HOUSING
Wednesday - February 4, 2026 - 9:00am

Hawai'i Bicycling League Supports HB 1701, relating to Development Standards

Aloha Chair Evslin, Vice Chair Miyake, and members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

HBL supports HB 1701 to prohibit minimum off-street parking requirements in transit-oriented development infrastructure improvement program areas.

For too long, state land use policies and statutes have worked in concert with transportation planning in ways that prioritize private cars. This has created roads that are unsafe for walking and bicycling, which in turn has been a barrier for people to choose these options for transportation, recreation, and health. Further, in prioritizing private cars, we are contributing to an unsustainable rise in the cost of developing housing, and for families to be able to afford housing.

Transit-oriented development with related infrastructure improvement has been helpful to reverse these trends beginning with Act 184 adopted as part of Session Laws of Hawai'i in 2022 and adapted as part of Act 252, Session Laws of Hawai'i in 2025. We must continue with this work to address twin crises of affordability for housing and transportation as well as improved safety on roadways for all users.

At HBL, we see opportunities to de-prioritize private cars and parking to create opportunities for safer streets and more affordable housing for all. In this light, HB 1701 will provide for essential flexibility to increase housing options and decrease housing costs. There is also an opportunity for parking reform to elevate public policy discussion around issues like increasing secure off-street bicycle parking, expanding bike share initiatives, and enhancing Complete Streets statutes and policies. These linkages demonstrate a better way to consider land use policies, in ways that provide affordable and safer options for housing and transportation.

I urge you to pass HB 1701 and move it along for further consideration this legislative session.

Mahalo for the opportunity to share testimony on this important matter..

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director

Hawai'i Bicycling League



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[Twitter.com/aarpHawaii](https://twitter.com/aarpHawaii) | facebook.com/aarpHawaii

The Thirty-Third State Legislature
House Committee on Housing
Wednesday, February 4, 2026
Conference Room 430
9:00 a.m.

LATE

TO: The Honorable Luke A. Evslin, Chair
FROM: Keali'i S. López, State Director
RE: Support for H.B. 1701 Relating to Parking

Aloha Chair Evslin and Members of the Committee:

I am Keali'i Lopez, State Director for AARP Hawai'i. AARP is the nation's largest nonprofit, nonpartisan, social impact organization dedicated to empowering people fifty and older to choose how they live as they age. We advocate for the issues that matter most to older adults and their families: health and financial security, and personal fulfillment. On behalf of our 135,000 members in Hawai'i, thank you for the opportunity to testify on H.B. 1701.

AARP supports H.B. 1701 which prohibits minimum off-street parking requirements for new development or redevelopment projects **within transit-oriented development (TOD) infrastructure improvement program areas**. It prohibits Counties from imposing minimum off street parking requirements for new development or redevelopment within TOD infrastructure improvement program areas. It also contains explicit exceptions/clarifications:

- Does not affect ADA-required accessible parking.
- Developers may still voluntarily provide parking.
- Counties may impose maximum parking limits or policies managing parking supply.

AARP's housing policy emphasizes the importance of stable and affordable housing as foundational to strong, resilient communities. This measure provides **support for more affordable housing options** because minimum parking requirements significantly increase construction costs, which are ultimately passed on to renters and homebuyers. By removing these mandates in TOD areas, H.B. 1701 helps increase housing supply and promote affordability.

H.B 1701 also expands housing choices for older adults near transit which many older adults want and provides housing options that allow them to live without driving. TOD areas with

February 4, 2026

H.B. 1701 AARP Testimony – Support

Page2

walkability, transit access, and services support aging in place and encourage location-efficient housing, giving residents more ways to remain independent. Additionally, it **maintains essential accessibility protections** by explicitly preserving accessible parking and ensures that while minimum parking mandates are removed, accessibility for people with mobility issues, including many older adults, remains protected.

For these reasons, AARP strongly supports H.B. 1701 and we ask that the Committee on Housing pass H.B. 1740.

HB-1701

Submitted on: 2/2/2026 4:23:22 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Will Caron	Individual	Support	Written Testimony Only

Comments:

Please support this important proposal to address costly parking mandates. Research from Hawai'i Appleseed shows that each parking spot mandated in the development of housing adds an additional \$70,000 minimum to the price of for-sale units, and \$400 more per month for a rental, regardless of if the renter drives a car.

It is important to note that, under this proposal, developers can still build parking to what the market demands—this bill just prohibits the government from telling developers how much parking they must include. This is crucial for improving housing density, lowering costs to working families, and creating a less vehicle-dependent society.

HB-1701

Submitted on: 2/2/2026 4:56:44 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
tia pearson	Individual	Support	Written Testimony Only

Comments:

This bill:

- Addresses costly parking mandates.
- Each parking spot adds an additional \$70,000 minimum to the price of for-sale housing, and \$400 more per month for a rental, regardless of if the renter drives a car.
- Developers can still build parking to what the market demands—this bill just prohibits the government from telling developers how much parking they should include.

HB-1701

Submitted on: 2/2/2026 5:52:39 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Emma Waters	Individual	Support	Written Testimony Only

Comments:

The government should not be in the business of telling housing developers how much parking to include in their housing developments. We need more affordable housing and fewer cars on the road. Mahalo.

HB-1701

Submitted on: 2/2/2026 9:00:19 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Landon Lee	Individual	Support	Written Testimony Only

Comments:

Aloha,

I am in strong support of HB 1701, which would prohibit minimum off-street parking requirements for new development and redevelopment projects located within transit-oriented development infrastructure improvement program areas statewide.

Minimum parking requirements add significant costs and barriers to housing and mixed-use development. When developers are required to build unnecessary parking, it increases construction costs and raises rents or purchase prices for residents. Removing these outdated requirements in defined transit-oriented areas will help lower development costs, support housing affordability, and encourage compact, walkable communities that make better use of land near transit.

HB 1701 builds on earlier policy innovations that recognized the benefits of transit-oriented planning and smart growth principles, aligns state law with local efforts to modernize land use, and supports Hawaii's goals for sustainable, equitable, and livable communities.

For these reasons, I respectfully urge the Committee to pass HB 1701.

Mahalo for the opportunity to testify.

HB-1701

Submitted on: 2/2/2026 9:44:37 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Angie Knight	Individual	Support	Written Testimony Only

Comments:

This bill doesn't ban parking, but it does emphasize the intention of TOD development: less reliance on personal vehicles and greater use of public transit. One of the driving rising costs for developments is parking; tens of thousands of dollars per stall, a cost that too often gets put on the renter or home-buyer to make up. Transit-oriented development should not get stalled or delayed (further) because of the high cost or logistic gymnastics it takes to satisfy parking requirements of less public transit accessible area. By allowing parking to be right-sized based on real demand, HB1701 helps reduce costs and makes better use of resources— meaning more dwelling units sooner, less traffic once completed, and hopefully, lower rent/mortgages.

HB1701 does not ban parking, however, it does remove a mandate that does not match the intended purpose of TODs. Developers can still plan for parking where it makes sense; all accessible parking and disability requirements remain fully protected. Counties retain their authority to manage parking through their policies. Thank you for prioritizing housing over unnecessary costs; and thank you for the opportunity to testify.

HB-1701

Submitted on: 2/3/2026 7:58:52 AM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shay Chan Hodges	Individual	Support	Written Testimony Only

Comments:

I support this bill because it:

- Addresses costly parking mandates.
- Each parking spot adds an additional \$70,000 minimum to the price of for-sale housing, and \$400 more per month for a rental, regardless of if the renter drives a car.
- Developers can still build parking to what the market demands—this bill just prohibits the government from telling developers how much parking they should include.

Mahalo!

HB-1701

Submitted on: 2/3/2026 3:00:03 PM

Testimony for HSG on 2/4/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ignacio	Individual	Support	Written Testimony Only

Comments:

Chair, Vice Chair, and Members of the Committee,

I strongly support HB1701 and its companion bill SB2356, which would prohibit minimum off-street parking requirements for new development and redevelopment projects located within Transit-Oriented Development Infrastructure Improvement Program areas.

These bills address a critical and often overlooked barrier to housing production, affordability, and smart growth: mandatory parking minimums in places specifically intended to support transit use, walkability, and compact development.

Minimum parking requirements significantly increase construction costs. Structured parking can cost \$40,000 or more per stall, costs that are ultimately passed on to renters and homebuyers regardless of whether they own a vehicle. In high-cost markets like Hawai‘i, these added expenses directly undermine efforts to produce affordable and workforce housing near jobs and transit.

Parking minimums also reduce development density and efficiency. Land that must be dedicated to parking is land that cannot be used for housing, commercial activity, or public space. This constraint leads to fewer homes, less neighborhood vitality, and continued outward sprawl, even in areas that are planned and funded to support higher-density, transit-oriented communities.

For many projects, especially smaller, infill, or affordable housing developments, parking requirements can make projects financially infeasible altogether. This is particularly true for nonprofit and mission-driven developers who operate with limited margins. Removing parking mandates in TOD areas improves project feasibility without requiring additional public subsidy.

Mandatory parking is also a major obstacle to adaptive reuse. Older buildings were not designed to meet modern parking standards, and otherwise viable projects to convert underutilized commercial or industrial buildings into housing or community-serving uses are often blocked solely because parking minimums cannot be met.

Finally, excessive parking requirements carry significant environmental and urban impacts. Large areas of asphalt contribute to urban heat island effects, worsen stormwater runoff and flood risks, and reinforce car dependence. These outcomes are fundamentally at odds with the goals of transit-oriented development, climate resilience, and walkable communities.

HB1701 and SB2356 do not eliminate parking. They simply allow parking decisions to be guided by market demand and project context, especially in areas where high-quality transit infrastructure already exists or is planned. This flexibility is essential to creating denser, more affordable, and more vibrant communities around transit.

For these reasons, I urge your strong support of HB1701 and SB2356. These bills are practical, cost-effective tools to advance housing affordability, sustainability, and the intent of Hawai'i's transit-oriented development investments.

Mahalo for the opportunity to submit testimony.

Ignacio Filippini