

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

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawai'i 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawai'i 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <https://planning.hawaii.gov/>

Statement of
MARY ALICE EVANS, Director

before the
HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

Thursday, February 26, 2026
2:00 PM
State Capitol, Conference Room 325

in consideration of
HB 1919, HD 2
RELATING TO DEVELOPMENT STANDARDS.

Chair Tarnas, Vice Chair Poepoe, and Members of the House Committee on Judiciary & Hawaiian Affairs.

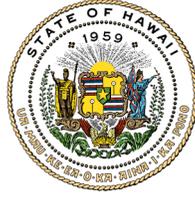
The Office of Planning and Sustainable Development (OPSD) **supports** HB1919, HD 2, which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement program area. Removing parking minimums 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.

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



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

P.O. BOX 621
HONOLULU, HAWAII 96809

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HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
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
JUDICIARY & HAWAIIAN AFFAIRS**

**Thursday, February 26, 2026
2:00 PM
State Capitol, Conference Room 325**

**In consideration of
HOUSE BILL 1919, HOUSE DRAFT 2
RELATING TO DEVELOPMENT STANDARDS.**

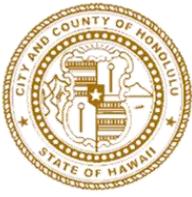
House Bill 1919, House Draft 2 prohibits counties from imposing minimum parking mandates for certain developments beginning 7/1/2027. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

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 spaces which incentivizes drivers to take more trips by car. This drives sprawling development that is unsafe for walking and biking. Car-centric development also contributes to climate change and exacerbates impacts such as urban heat island effects and flooding and run off from intensifying weather events.

Parking minimums subsidize infrastructure that tends to benefit wealthier car owners and increase construction costs, which can reduce the availability of much needed housing. Communities that have eliminated parking minimums have seen significant benefits while reducing greenhouse gas emissions.

Mahalo for the opportunity to comment on this measure.



HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
530 S. KING ST. STE. 202, HONOLULU, HI 96813

TYLER DOS SANTOS-TAM
HONOLULU CITY COUNCIL
DISTRICT 6
TELEPHONE: (808) 768-5006
FAX: (808) 768-1176
EMAIL: tdossantos-tam@honolulu.gov

Thursday, February 26, 2026

House Committee on Judiciary & Hawaiian Affairs
Thursday, February 26, 2026 at 2:00 PM
HB 1919 HD2 Testimony in Support

Chair Tarnus, Vice Chair Poepoe & Members of the House Committee on Judiciary & Hawaiian Affairs:

My name is Councilmember Tyler Dos Santos-Tam, and I have the privilege of representing parts of Urban Honolulu from Kalihi Valley to Kaka'ako on the Honolulu City Council. I am submitting testimony in support on HB1919 HD1, Relating to Development Standards.

This measure removes minimum off-street parking requirements for new development and redevelopment projects located within a transit-oriented development (TOD) infrastructure improvement program area. By exempting sites within a half-mile of transit stations, it encourages greater use of public transportation, significantly reduces construction costs for developers, and aligns state regulations with national best practices.

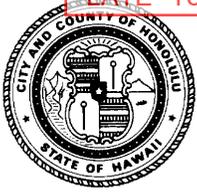
Eliminating parking mandates in these areas promotes more efficient land use and helps lower overall development costs, which can support the creation of more affordable housing units. Similar policies have already been implemented in Honolulu, where parking requirements have been lifted for projects located in areas well served by mass transit. These reforms provide developers with greater flexibility to respond to local community needs while advancing broader transportation and housing goals.

Mahalo for the opportunity to submit supportive testimony for HB1919 HD2.

Aloha,

A handwritten signature in black ink that reads "Tyler Dos Santos-Tam".

Tyler Dos Santos-Tam
Councilmember, District 6
Honolulu City Council



LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

HONOLULU CITY COUNCIL
KE KANIHELA O KE KALANA O HONOLULU
530 S. KING ST. STE. 202, HONOLULU, HI 96813

MATT WEYER
HONOLULU CITY COUNCIL
DISTRICT II
TELEPHONE: (808) 768-5002
FAX: (808) 768-1222
EMAIL: mweyer@honolulu.gov

February 26, 2026

House Committee on Judiciary & Hawaiian Affairs
Representative David A. Tarnas, Chair
Representative Mahina Poepoe, Vice Chair

RE: Testimony in Support of HB1919 HD2

Chair Tarnas, Vice Chair Poepoe, and Committee Members,

I write in **support** of HB1919 HD2, relating to development standards, which would reform off-street parking mandates for certain developments.

Mandatory parking minimums are often set arbitrarily and applied uniformly, without regard for context, actual demand, or community input. As a result, projects are typically required to build more parking than residents or customers will ever use. These excessive requirements drive up costs, which is then passed on to residents through higher rents and sales prices. The impact is especially acute for developments where households own fewer cars, such as senior housing, student housing, housing for people with disabilities, or projects near public transit.

Residents themselves are best positioned to determine how much parking they truly need. Letting parking supply reflect actual demand can reduce unnecessary construction costs, improve project feasibility, and help produce housing that more people can actually afford. Providing this flexibility does not eliminate parking where it is needed—it simply ensures that parking better aligns with community needs while lowering construction costs.

Please advance HB1919 HD2. Thank you for the opportunity to provide testimony.

Respectfully,

A handwritten signature in black ink, appearing to be "M. Weyer", written over a horizontal line.

Matt Weyer
Councilmember, District 2
Honolulu City Council



holomua

COLLABORATIVE

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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827 Fort Street Mall, 2nd Floor
Honolulu, Hawai'i 96813

+1 (808) 542-4089
info@holomuacollaborative.org

HolomuaCollaborative.org

Page 1 of 2

Committee: House Committee on Judiciary and Hawaiian Affairs
Bill Number: HB1919 HD2, Relating to Development Standards
Hearing Date and Time: February 26, 2:00pm, Room 325
Re: Testimony of Holomua Collaborative – Support

Aloha Chair Tarnas, Vice Chair Poepoe, and members of the committee:

Mahalo for the opportunity to submit testimony in support of HB1919 HD2, Relating to Development Standards. This bill would prohibit counties imposing minimum off-street parking requirements for any new development in an urban district

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.

HB1919 HD2 addresses a critical, yet often overlooked, driver of these high housing costs: outdated government mandates that require a fixed number of parking stalls for every new home. While these requirements were originally intended to manage street congestion, they have evolved into a significant financial barrier that makes housing development prohibitively expensive. In Hawai'i, the cost of constructing a single

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>

parking stall in a structured garage can range from \$50,000 to over \$80,000. When developers are forced to build more parking than the market or the specific site requires, that massive capital expense is not absorbed by the developer; it is passed directly to the local family through higher rents or a higher mortgage. For many working families, the "cost" of these mandated stalls can mean the difference between qualifying for a home or being priced out of the islands entirely.

Beyond the direct construction costs, parking minimums also limit the number of housing units that can be built on a single lot. By requiring significant square footage be dedicated to cars rather than people, we are effectively choosing to house vehicles over our neighbors. This is particularly damaging for infill development and affordable housing projects near transit hubs, where residents may not even own a vehicle but are still forced to pay for the "bundled" cost of a parking space they do not use. Removing these mandates does not mean parking will disappear; it simply allows homebuilders and homeowners to determine the right amount of parking based on the actual needs of the residents and the unique constraints of the site.

By passing HB1919 HD2, we can take a tangible step toward reducing the cost of housing production and making the dream of homeownership more attainable for the 75 percent of local workers who are currently questioning their future in Hawai'i. We must prioritize people over pavement if we hope to stem the tide of residents leaving for the mainland.

I urge you to support HB1919 HD2.

Sincerely,

Matthew Prellberg
Policy & Communications Director



 808-733-7060
 808-737-4977

 1259 A'ala Street, Suite 300
Honolulu, HI 96817

February 26, 2026

The Honorable David A. Tarnas, Chair

House Committee on Judiciary & Hawaiian Affairs
State Capitol, Conference Room 325 & Videoconference

RE: House Bill 1919, HD2, Relating to Housing

HEARING: Thursday, February 26, 2026, at 2:00 p.m.

Aloha Chair Tarnas, Vice Chair Poepoe, 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 1919, HD2, which beginning 7/1/2027, prohibits counties from imposing minimum parking mandates for certain developments. Effective 7/1/3000.

A study by Hawai'i Appleseed found that providing parking can increase the cost of a single affordable rental unit by over \$55,000, and up to \$77,000 for market-rate, for-sale units.¹ Instead of requiring minimum parking, this measure allows projects the flexibility to account for the specific needs of the community, which can vary based on factors like walkability and access to transit or other transportation options. As such, this measure 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.

¹ Seitz, Gilliam & Heim. (October 1, 2025). Stalled. How Parking Mandates Drive Up Housing Costs. <https://hiappleseed.org/publications/stalled-parking-mandates-housing-costs>





Email: communications@ulupono.com

HOUSE COMMITTEE ON JUDICIARY AND HAWAIIAN AFFAIRS
Thursday, February 26, 2026 — 2:00 p.m.

Ulupono Initiative supports HB 1919 HD2, Relating to Development Standards.

Dear Chair Tarnas and Members of the Committee:

My name is Micah Munekata, and I am the Vice President of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy, clean transportation choices, and better management of freshwater resources.

Ulupono supports HB 1919 HD2, which prohibits counties from imposing minimum parking mandates for certain developments.

Land Use

By requiring minimum parking mandates for development, our state is prioritizing parking over many of our most critical issues — housing, food, and jobs. Land used for these parking mandates accumulates project by project across our communities, and Hawai'i has plenty of parking. There are 4.5 million parking spaces across the state of Hawai'i. This is equal to 1.5 billion square feet, or 53 square miles. That's 35 Waikiki neighborhoods, or 3-4 spaces for every vehicle in Hawai'i. In a state with finite land resources, we must ask whether the best use of that land is for parking — an important consideration.

Costs

The high cost of building parking makes housing more expensive for all residents — including those who rent, those who own, and even those without cars who still pay for parking they'll never use. Ulupono's "[The Costs of Parking in Hawai'i](#)" report, published in 2020, documents the costs of building parking. Construction costs range from \$4,200 per space in a surface lot to \$60,400 per space in a free-standing parking garage. These construction and ongoing carrying costs are passed on to Hawai'i residents, businesses, and visitors through higher rents and housing prices, regardless of their use. That's between \$226 and \$511 per unit added to the cost of monthly rent, or an additional \$100,000 per 2-

Investing in a Sustainable Hawai'i

bedroom house or condo purchase in Honolulu.¹ It's worth noting that these numbers are likely much higher now given the past few years of inflation.

[Sightline Institute](#) illustrated how significantly parking mandates can alter a developer's plans. With current parking mandates in Portland, Oregon, the most profitable proposal is for high-cost townhomes in the range of \$700,000. Removing the requirement allows the developer to propose mixed-income \$280,000 condominiums.² The implications this has on the feasibility of creating more affordable housing is clear and could be duplicated here by allowing the market to dictate parking, not government. Similar tradeoffs likely occur here regularly as well. There are numerous examples of transit-oriented projects all over the state in which the number of parking stalls is higher than the units being provided or land area dedicated to commercial/educational uses.³

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President of Government Affairs

¹ <https://ulupono.com/news-listing/report-reveals-the-hidden-costs-of-parking-in-hawaii/>

² <https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/>

³ Liliha mixed use center, Mayor Wright Homes, Kahului Civic Mixed-Use Complex to name a few but many more exist across the state.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Judiciary and Hawaiian Affairs

February 26, 2026 at 2:00PM

Conference Room 325

HB 1919 HD 2

Relating to Development Standards

Dear Chair Tarnas, Vice Chair Poepoe, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1919 HD 2**, which would prohibit counties from imposing minimum parking mandates for certain developments.

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 counties from imposing minimum parking mandates for certain developments 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 Systems](#), [Investing in Transportation Choices](#), and [Drivers of Vehicle Miles Traveled and Priority Reduction Strategies](#).

¹ https://oahumpo.org/?wpfb_dl=2215

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.



ADDRESS
3442 Wai'ālae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS
Thursday - February 26, 2026 - 2:00pm

Hawai'i Bicycling League Supports HB 1919, HD2, relating to Development Standards

Aloha Chair Tarnas, Vice Chair Poepoe, 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 1919, HD2 to prohibit the counties from imposing minimum parking mandates for certain developments and to be known as the "Parking Reform and Modernization Act."

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.

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 1919, HD2 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 1919, HD2 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

February 26, 2026

TO: Chair Tarnas and Members of the Committee on Judiciary & Hawaiian Affairs
RE: HB 1919 HD2, Relating to Development Standards

Dear Chair Tarnas 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 1919 HD2. If builders need to build parking to meet community needs, they build it. If a homeowner or renter needs parking, they look for housing opportunities that provide parking. With House Bill 1919, we remove waste—and added cost—from this naturally-occurring dynamic.

Parking minimums are a major, avoidable cost that raises rents and home prices.

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 HB1919 HD2.**

Thank you,



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



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

¹ For figures, see <https://tinyurl.com/mswb7hwr>
hawaiisfuture.org

Feb. 26, 2026, 2 p.m.
Hawaii State Capitol
Conference Room 325 and Videoconference

To: House Committee on Judiciary & Hawaiian Affairs
Rep. David A. Tarnas, Chair
Rep. Mahina Poepoe, Vice Chair

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

RE: TESTIMONY IN SUPPORT OF HB1919 HD2 — RELATING TO DEVELOPMENT STANDARDS

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **supports** [HB1919 HD2](#), which would prohibit the counties from imposing minimum-parking mandates on a variety of projects, including accessory dwelling units, affordable housing, residences smaller than 1,200 square feet, senior housing and child care facilities. It would also limit the counties from requiring more than 0.5 stalls per residential dwelling unit and one stall per 1,000 square feet of gross commercial floor area.

This bill would help reduce housing prices and remove some of the regulatory barriers to construction.

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 Cities that have reduced or eliminated required parking see less parking built, which frees up land for new and expanded homes and businesses.²

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.

² Abbey Seitz, Trinity Gilliam and Arjuna Heim, [“Stalled: How parking mandates drive up housing costs,”](#) Hawai’i Appleseed Center for Law and Economic Justice, October 2025, pp. 16-17; and Daniel Baldwin Hess and Brendan Flowers, [“Developer Response to the Removal of Minimum Parking Requirements in Buffalo,”](#) Transportation Research Journal, Volume 2677, Issue 12, May 10, 2023; C. J. Gabbe, Gregory Pierce and Gordon Clowers, [“Parking policy: The effects of residential minimum parking requirements in Seattle,”](#) Land Use Policy, Vol. 91, February 2020

Parking mandates also have hidden costs. Space dedicated to parking cannot be used to expand housing and can make it difficult to create walkable communities.

Moreover, parking mandates can frustrate renovation and rebuilding. In many areas of the state, an old building that does not meet current parking rules cannot be retrofitted to a new use without having to purchase land to add the required parking.

A planned bowling alley on Lanai encountered this problem, and construction was delayed as the owners of the lot tried to figure out how to provide more parking.³

In Lahaina, owners of historic-zoned buildings destroyed by the wildfires could have been required to add parking spaces as part of the rebuilding process, but the Maui County Office of Recovery issued a directive waiving those rules.⁴ Paving more of Lahaina just to provide parking would have made it impossible to recreate its walkable, historic aesthetic.

By reforming county parking mandates, the Legislature can help address the housing crisis as well as remove burdensome and unnecessary barriers to growth. We urge you to pass HB1919.

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

³ Ahry McGurik, "[Lanai bowling alley saga shines light on county's cumbersome parking mandates](#)," The Maui News, Oct. 30, 2025.

⁴ Josiah Nishita and John Smith, "[Recovery Coordination Directive No. 4](#)," Maui Office of Recovery, Dec. 9, 2025.



TESTIMONY IN SUPPORT OF HB1919 HD2, RELATING TO DEVELOPMENT STANDARDS

HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

February 26, 2026

To the Honorable Chair and Members of the Committee:

The Democratic Party of Hawai'i supports **HB1919 HD2**. The Democratic Party of Hawai'i platform affirms that housing is a human right and that every person deserves access to safe, stable, and adequate housing regardless of ability to pay. This measure advances that principle by removing one of the most costly and unnecessary barriers to housing production: mandatory minimum parking requirements.

As the Legislature has found, structured parking can cost tens of thousands of dollars per stall — costs that are passed directly on to renters and homebuyers. By prohibiting minimum parking mandates for accessory dwelling units, affordable housing, small homes, senior housing, housing for persons with disabilities, and small-scale commercial and mixed-use projects, this bill reduces artificial cost drivers and makes it more feasible to build the types of homes our communities urgently need.

Our platform supports policies that deliver housing to people at the bottom of the income scale where the need is greatest and that reduce barriers to development, so long as they are consistent with environmental principles. This bill does exactly that. It allows housing to be built more efficiently, supports adaptive reuse of existing buildings, encourages smaller, more attainable homes, and promotes smarter land use that aligns with sustainability goals.

Parking mandates disproportionately harm low-income residents, seniors, and working families by inflating housing costs and limiting supply. Reforming these mandates is a structural change that helps address the root causes of houselessness — an inequitable system that makes housing unaffordable for too many. By lowering development costs and enabling more housing production, this bill contributes to getting people housed more quickly and preventing future displacement.

We urge passage of this measure as a meaningful step toward making housing more affordable, more abundant, and more accessible for the people of Hawai'i.

Mahalo nui loa for the opportunity to testify in support of HB1919 HD2. Should you have any questions or require further information, please contact the Democratic Party of Hawai'i at legislation@hawaiidemocrats.org.



Testimony in Support for HB1919 - Relating to Development Standards
Committee on Judiciary & Hawaiian Affairs (JHA)
Thursday, February 26, 2026 at 2:00PM

Dear Chair Tarnas, Vice Chair Poepoe, and members of the JHA committee,
Mahalo for the opportunity to **testify in support of HB1919**, the “Parking Reform and Modernization Act,” which would prohibit counties from imposing minimum parking mandates for certain developments.

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 / reducing 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

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/>

over 12 percent following passage of Ordinance 20-41, with the greatest reductions in parking made by affordable housing developers.⁴

4. **Eliminating / reducing 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, HB1919 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.



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

February 26, 2026

House Committee on Judiciary & Hawaiian Affairs
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for HB 1919 HD2 - RELATING TO DEVELOPMENT STANDARDS

Aloha Chair Tarnas, Vice Chair Poepoe, and Members of the Committee,

On behalf of Hawai'i YIMBY, we are writing in **strong support of HB 1919 HD2**.

Hawai'i is facing a severe housing shortage, and every unnecessary cost added to housing construction makes that problem worse. HB1919 HD2 addresses one of the most expensive and outdated requirements driving up housing costs: mandatory minimum parking. Each required parking stall can cost tens of thousands of dollars to build, costs that are ultimately passed on to renters and homebuyers. At a time when families are already struggling to afford housing, these added costs do real harm.

HB 1919 HD2 asks us to choose people over parking. Instead of forcing builders to meet arbitrary parking minimums, this bill **allows parking to be right-sized** based on actual needs. The money saved by eliminating unnecessary parking can be used to lower rents, reduce purchase prices, or build additional homes. In many cases, the land currently reserved for excess parking could be used to create more housing units, helping to address the shortage directly.

Importantly, **this bill does not ban parking** or prevent it from being built. Developers will still provide parking where it makes sense for residents, businesses, and communities. HB1919 simply removes rigid minimums that do not reflect local conditions, changing transportation patterns, or the needs of modern households. Accessible parking and disability requirements remain fully protected.



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

By allowing flexibility, HB 1919 HD2 supports affordable housing, smaller homes, adaptive reuse of existing buildings, and mixed-use development. These are exactly the kinds of projects Hawai'i needs to house local families, seniors, and workers. Requiring excessive parking only makes these projects harder and more expensive to build.

HB 1919 HD2 is a practical reform that prioritizes housing affordability and efficient land use. **Choosing people over parking means choosing homes 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





Queen's Court
800 Bethel Street, Suite 501
Honolulu HI 96813

Phone 808.587.7770
Fax 808.587.7769
www.avalonhi.com

**TESTIMONY IN STRONG SUPPORT OF H.B. 1919, H.D. 2
RELATING TO DEVELOPMENT STANDARDS (PARKING REFORM AND
MODERNIZATION ACT)**

Aloha Chair Tarnas, Vice Chair Poepoe, and Members of the Committee,

Avalon Development Company strongly supports H.B. 1919, H.D. 2, the *Parking Reform and Modernization Act*.

Hawaii's housing affordability crisis is driven in part by unnecessary regulatory costs, and mandatory minimum parking requirements are among the most expensive and least effective. As this bill correctly finds, the cost of constructing a single parking stall in Honolulu averages **approximately \$68,000**. These costs are ultimately borne by residents, homebuyers, small businesses, and nonprofit service providers—often for parking they do not need or use.

This measure takes a practical, targeted approach by prohibiting minimum parking mandates only for development types where they are clearly counterproductive, including accessory dwelling units, affordable housing, senior housing, housing for persons with disabilities, small residences, child care facilities, mixed-use commercial spaces, and modest-scale commercial buildings. These are precisely the projects the State should be encouraging to address housing shortages and community needs.

H.B. 1919 also recognizes that parking demand is **context-specific**, not one-size-fits-all. Allowing parking to be determined on a case-by-case basis enables more efficient land use, reduces construction costs, and supports walkable, transit-accessible communities, while still allowing counties to regulate safety and accessibility.

Importantly, the bill preserves all requirements for accessible parking under the Americans with Disabilities Act and other applicable laws and establishes reasonable caps where parking is required. It also provides clear timelines for county compliance, giving certainty to both regulators and applicants.

By removing unnecessary barriers to housing and small-scale development, this bill will help lower costs, speed delivery of needed projects, and better align land-use policy with Hawaii's realities.

Avalon Development Company respectfully urges the Committee to advance and pass H.B. 1919, H.D. 2.

Mahalo for your consideration.

Respectfully submitted,

Avalon Development Company

HB-1919-HD-2

Submitted on: 2/24/2026 11:35:09 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Zach Goodman	Individual	Support	Written Testimony Only

Comments:

I support this. Minimum parking requirements are bad for walkability. We have limited space on our islands and cannot afford to waste space on asphalt that cars will park on.

Council Chair
Alice L. Lee

Vice-Chair
Yuki Lei K. Sugimura

Councilmembers
K. Kauano'e Batangan
Tom Cook
Gabe Johnson
Tamara Paltin
Keani N.W. Rawlins-Fernandez
Shane M. Sinenci
Nohelani U'u-Hodgins



Director of Council Services
David M. Raatz, Jr., Esq.

Deputy Director of Council Services
Richelle K. Kawasaki, Esq.

COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.MauiCounty.us

February 24, 2026

TO: Honorable David A. Tarnas, Chair, and
Members of the House Committee on Judiciary & Hawaiian Affairs

FROM: Nohelani U'u-Hodgins *Nohelani U'u-Hodgins*
Councilmember

DATE: Thursday, February 26, 2026
2:00 p.m., Conference Room 325

SUBJECT: **TESTIMONY IN SUPPORT OF HB 1919, HD2, RELATING TO
DEVELOPMENT STANDARDS**

Thank you for the opportunity to testify in support of this important measure. The purpose of this measure is to prohibit counties from imposing minimum parking mandates for certain developments.

The Maui County Council has not had the opportunity to take a formal position on this measure. Therefore, I am providing this testimony in my capacity as an individual member of the Maui County Council.

Mandatory parking minimums are often set arbitrarily and applied uniformly, regardless of context, demonstrated demand, or community preference. In practice, this requires projects to build more parking than residents, customers, or tenants actually use.

The result is higher housing costs for residents. Excessive parking requirements can significantly increase development costs, which are typically passed on to residents or tenants through higher rents or sales prices.

This is particularly important for developments where households own fewer vehicles, such as senior housing, student housing, housing for persons with disabilities, or in areas close to public transportation.

February 24, 2026

Page 2

HB 1919, HD2 can reduce unnecessary construction expenses, improve project feasibility, and support the production of more homes that people can afford to live in. Providing this discretion does not eliminate parking where it is needed, but it helps ensure that parking better matches community needs.

Thank you for your consideration.

HB-1919-HD-2

Submitted on: 2/24/2026 6:27:54 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

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

Comments:

Aloha Chair, Vice Chair, and members of the committee,

I am writing in **strong support of HB1919**, which would prohibit minimum off-street parking requirements for certain developments, including affordable housing projects, accessory dwelling units, and senior housing. This bill is a common-sense reform that will lower housing costs, reduce car dependency, and give local communities more flexibility to build the homes they actually need.

Parking mandates make housing more expensive and limit how much housing can be built. When the government requires a set number of parking spaces per unit—regardless of location, need, or resident choice—it drives up construction costs and eats up valuable land that could otherwise be used for homes. These mandates artificially constrain supply, making it harder to address Hawai‘i’s housing crisis.

The cost of building parking is passed down to homeowners and renters—even if they don’t own a car. Structured parking can cost tens of thousands of dollars per space to construct. Those costs do not disappear; they are folded into rents and sale prices, passed along to every resident regardless of whether they drive. This means that families who rely on transit, biking, or walking are effectively subsidizing parking they do not use.

Reducing parking mandates helps reduce car dependency and encourages investment in better alternatives. When we stop requiring abundant free parking with every new development, we create conditions where pedestrian, bicycle, and transit infrastructure become more viable and more valued. Municipalities are incentivized to invest in mobility options that serve everyone—not just those who drive. Over time, this shift can reduce traffic, lower emissions, and make our communities more connected and livable.

HB1919 does not prohibit parking altogether. It simply removes the government mandate, allowing developers and residents to decide how much parking is actually needed. That is flexibility. That is freedom. And that is a step toward a more affordable, sustainable Hawai‘i.

I urge you to pass this bill. Mahalo for the opportunity to testify.

To: Representative David A. Tarnas, Chair
Representative Mahina Poepoe, Vice Chair
Committee on Judiciary & Hawaiian Affairs

From: Veronica Moore, Individual Citizen

Date: February 25, 2026

RE: House Bill 1919 HD2
Measure Title: RELATING TO DEVELOPMENT STANDARDS.
Report Title: Counties; Minimum Parking Mandates; Prohibitions

To All Concerned,

My name is Veronica Moore and I support House Bill 1919 HD2. Thank you for your consideration.

Sincerely,

Veronica M. Moore

HB-1919-HD-2

Submitted on: 2/25/2026 10:21:16 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Alex Gonzalez	Individual	Support	Written Testimony Only

Comments:

I would like to see more Buildings like those in small towns. The ones where you have a row of Buildings right next to each other, and lots of small shops and stores. Everyone likes walking around in these towns. Passing this bill would make it easier to build this kind of town, so please vote for it. Thank you.

HB-1919-HD-2

Submitted on: 2/25/2026 10:29:57 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Alexandra Haban	Individual	Support	Written Testimony Only

Comments:

I support House Bill 1919 / Senate Bill 2981. Let housing projects decide the right amount of parking based on real demand. Government shouldn't guess for everyone. Please vote YES.

HB-1919-HD-2

Submitted on: 2/25/2026 10:32:40 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Matthew Murphy	Individual	Support	Written Testimony Only

Comments:

I support this bill. Parking mandates drive up rent and slow down construction. We need more homes ASAP. \$65,000 for one parking space is too much. This will help make housing more affordable. Vote YES on this bill.

HB-1919-HD-2

Submitted on: 2/25/2026 10:45:04 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Alfred Hagen	Individual	Support	Written Testimony Only

Comments:

I urge a YES vote for HB 1919 and SB 2981. We need more housing choices, and this lets projects fit the neighborhood better. Not every building needs the same parking rules. Please pass this.

HB-1919-HD-2

Submitted on: 2/25/2026 10:59:09 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Anthony Conner	Individual	Support	Written Testimony Only

Comments:

Please support HB1919/SB2981. We shouldn't require parking everywhere by default. It's a waste of land in places where people can walk, bus, or bike. I urge a YES vote.

HB-1919-HD-2

Submitted on: 2/25/2026 11:11:47 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Paul Bernstein	Individual	Support	Written Testimony Only

Comments:

Aloha e Chair Tarnas, Vice-Chair Poepoe, and members of the JHA committee,

I'm testifying in strong support of HB1919 HD2, which would prohibit counties from imposing minimum parking mandates for certain developments. I recognize that this bill could create near-term parking shortages, but if we are to reduce our energy use and make our transportation system more efficient, then we need to make Hawai'i less dependent on cars. Reducing the required amount of parking will lead to long-term benefits of more affordable housing, more affordable transportation, less energy demand, and a cleaner environment, which will far outweigh any short-term discomfort.

Therefore, I urge you to pass HB1919 HD2 out of your committee.

Mahalo nui,

Paul Bernstein

Honolulu

HB-1919-HD-2

Submitted on: 2/25/2026 11:33:35 AM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Antoine Khalil	Individual	Support	Written Testimony Only

Comments:

I strongly support HB1919 and SB2981. Let's stop assuming every person will drive everywhere all the time. This bill modernizes our housing rules. Let's build for the future before its too late.

HB-1919-HD-2

Submitted on: 2/25/2026 12:01:05 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support

1919 HB RELATING TO DEVELOPMENT STANDARDS.

HB-1919-HD-2

Submitted on: 2/25/2026 12:58:19 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lance Nash	Individual	Support	Written Testimony Only

Comments:

Move HB1919/SB2981 forward! Too many rules get in the way of housing. Parking minimums are one of them. Imua!

HB-1919-HD-2

Submitted on: 2/25/2026 1:13:27 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Melissa Rabideau	Individual	Support	Written Testimony Only

Comments:

Please pass House Bill 1919 or Senate Bill 2981. Why are we forcing developers to build too much parking? The state should not force every housing project to prioritize cars. Families need homes more than extra parking.

HB-1919-HD-2

Submitted on: 2/25/2026 1:18:14 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
GREG BROSSIER	Individual	Support	Written Testimony Only

Comments:

Please pass SB 2981 / HB 1919. I'm tired of policies that make housing more expensive for no good reason. This helps projects build what residents actually need.

HB-1919-HD-2

Submitted on: 2/25/2026 1:21:19 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Priscilla Andrade	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill and hope you pass it today. Housing is already expensive enough. Forcing every project to build tons of parking has led to a land where we've paved paradise and put up a parking lot. People can decide if they want parking or not.

HB-1919-HD-2

Submitted on: 2/25/2026 1:24:40 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Duane D Santiago	Individual	Support	Written Testimony Only

Comments:

House Bill 1738 reflects the reality that land use planning has evolved significantly since the 15-acre rule started. Counties are best positioned to evaluate projects that fit within their long-term plans and community visions.

HB-1919-HD-2

Submitted on: 2/25/2026 1:28:24 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Douglas Askman	Individual	Support	Written Testimony Only

Comments:

I don't think people should be forced to have parking if they don't have a car. Parking spaces take up a lot of land that could be used for housing instead. Let's build homes for people, not vehicles! PASS h.b. 1919.

HB-1919-HD-2

Submitted on: 2/25/2026 1:31:27 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Eric Stoddard	Individual	Support	Written Testimony Only

Comments:

I strongly support HB1919/SB2981. We shouldn't be forcing future housing to include parking minimums that add cost. This change helps families and working people. It helps locals.

HB-1919-HD-2

Submitted on: 2/25/2026 1:34:15 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Abhishek Duggal	Individual	Support	Written Testimony Only

Comments:

Please support H.B. 1919 + S.B. 2981. Building parking is expensive and uses up valuable space. We should use that space for housing

HB-1919-HD-2

Submitted on: 2/25/2026 1:37:17 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Robert Hastings	Individual	Support	Written Testimony Only

Comments:

Please pass this bill. I think this is a common-sense fix that removes an unnecessary requirement. It doesn't ban parking. It stops us from overbuilt parking. Housing should come first.

HB-1919-HD-2

Submitted on: 2/25/2026 1:37:26 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ross Isokane	Individual	Oppose	Written Testimony Only

Comments:

I'm opposed to these State Legislative bills that appear to be attempts to dictate and impose rules/restrictions on what our City Councils and counties are allowed to do around zoning and land use policies.

While there is absolutely a discussion that should be had on whether parking mandates are necessary (or not) and whether they negatively impact housing development (due to their high costs to developers), I want those discussions to be held on a case-by-case, project-by-project, and neighborhood-by-neighborhood basis. I want that decision in the hands of my elected City Councilmembers as I see them as being closest to the communities and neighborhoods they represent.

Also disappointing to me that the State Legislature is pushing forward this bill that would remove parking requirements and reduce available parking for residents in our neighborhoods, but failed to move forward a bill that would add State funding to improve our local bus service that would help our residents get around without cars...pilau.

Furthermore, while in the context of our housing crisis, I'm generally supportive of removing burdensome regulations to make things easier for developers to build. But I urge all elected officials to EQUALLY focus on reducing the negative impact of global demand and speculative investment in our housing stock that is a major driver in this crisis. I'm looking over all these housing bills moving and being scheduled for hearings and I'm only seeing supply-side relief, but no meaningful legislation that's going to move the needle to help protect our housing from outside investors. I'd really feel a lot better about things if my elected officials at least showed an effort on both drivers.

HB-1919-HD-2

Submitted on: 2/25/2026 1:51:58 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Eric Freeh	Individual	Support	Written Testimony Only

Comments:

Hawaii has a housing crisis because of all the bureaucracy and regulations the government puts on home builders and developers. Please vote yes on this House Bill to lower costs; less red tape makes homes more affordable for the tenant or the eventual buyers

HB-1919-HD-2

Submitted on: 2/25/2026 1:56:11 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Julius Taraya	Individual	Support	Written Testimony Only

Comments:

Support H.B. 1919. When we require parking, we raise prices. This bill helps keep housing more attainable. I strongly support it.

HB-1919-HD-2

Submitted on: 2/25/2026 1:58:42 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johnny Miro	Individual	Support	Written Testimony Only

Comments:

Support HB 1919 and SB 2981. This helps future housing projects spend money on housing, not pavement. Shouldn't we prioritize people over cars?

HB-1919-HD-2

Submitted on: 2/25/2026 2:03:11 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jerry Lynch	Individual	Support	Written Testimony Only

Comments:

Please pass SB2981/HB1919. If we want more housing supply, we have to stop loading projects with extra mandates. Parking should be optional, not forced.

HB-1919-HD-2

Submitted on: 2/25/2026 2:04:51 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
John Caudell	Individual	Support	Written Testimony Only

Comments:

Support H.B. 1919 and S.B. 2981. Not every resident drives, especially seniors, students, and working families. Here in Honolulu, I want more walkability in my community. This bill supports more housing choices.

HB-1919-HD-2

Submitted on: 2/25/2026 2:06:18 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
John-Michael Kamakahi	Individual	Support	Written Testimony Only

Comments:

I support SB 2981 & HB 1919. Parking minimums don't work for every island or every neighborhood. Flexibility is important because people have different priorities. I know lots of people that don't own a car and don't need parking.

HB-1919-HD-2

Submitted on: 2/25/2026 2:10:58 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
James Reid	Individual	Support	Written Testimony Only

Comments:

I support SB2981/HB1919. AUWE! Why do you guys require parking? People should have the option to live in a place that doesn't come with expensive parking included. For hundreds of years, we didnt need cars in our communities.

HB-1919-HD-2

Submitted on: 2/25/2026 2:21:38 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kevin Kern	Individual	Support	Written Testimony Only

Comments:

I support HB1919 & SB2981. This bill gives housing projects more freedom to design what makes sense. Not every project needs the same parking amount. More people need more choices in Hawaii.

HB-1919-HD-2

Submitted on: 2/25/2026 2:22:47 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kathy Pelca	Individual	Support	Written Testimony Only

Comments:

Move HB1919/SB2981 forward! Too many rules get in the way of housing. Parking minimums are one of them. Imua!

HB-1919-HD-2

Submitted on: 2/25/2026 2:24:40 PM

Testimony for JHA on 2/26/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ellen Desruisseaux	Individual	Support	Written Testimony Only

Comments:

Please pass the parking minimum bill. These requirements don't match real life anymore. Some people share cars, some take the bus, some work from home. Developers shouldn't be forced to build parking if people don't need it.