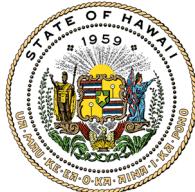


JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

RYAN K.P. KANAKA'OLE
FIRST DEPUTY

CIARA W.K. KAHAHANE
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES
ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOLAEWAE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
P.O. BOX 621
HONOLULU, HAWAII 96809

**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 1919**

RELATING TO DEVELOPMENT STANDARDS.

House Bill 1919 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.**

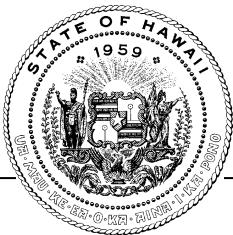
The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

Parking mandates subsidize the cost of parking by providing an excess of free and low-cost parking 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 HAWAI'I OFFICE OF PLANNING & SUSTAINABLE DEVELOPMENT

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

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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

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 1919
RELATING TO DEVELOPMENT STANDARDS.

Chair Evslin, Vice Chair Miyake, and Members of the House Committee on Housing, the Office of Planning and Sustainable Development (OPSD) **supports** HB1919 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.

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

DEPARTMENT OF PLANNING AND PERMITTING

KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041 • WEBSITE: honolulu.gov/dpp

RICK BLANGIARDI
MAYOR
MEIA



DAWN TAKEUCHI APUNA
DIRECTOR
PO'O

BRYAN GALLAGHER, P.E.
DEPUTY DIRECTOR
HOPE PO'O

REGINA MALEPEAI
2ND DEPUTY DIRECTOR
HOPE PO'O KUALUA

TESTIMONY OF THE DEPARTMENT OF PLANNING AND PERMITTING

BEFORE THE HOUSE COMMITTEE ON HOUSING

February 4, 2026
Conference Room 430

TO: The Honorable Luke A. Evslin, Chair, The Honorable Tyson K. Miyake, Vice Chair, and Members of the Committee on Housing

RE: COMMENTS ON HOUSE BILL NO. 1919, RELATING TO DEVELOPMENT STANDARDS

The Department of Planning and Permitting (DPP) **offers comments** on House Bill No. 1919, which prohibits counties from imposing minimum parking mandates for certain developments.

The City and County of Honolulu adopted Ordinance 20-41 in December of 2020, which eliminated parking requirements across broad swaths of urban Honolulu, in TOD areas, and in places with good access to transportation that were envisioned to be walkable, bikeable, or otherwise accessible through sustainable transportation options. Further, Ordinance 20-41 generally reduced parking minimums island-wide to support denser, more sustainable development. Through that process, which involved extensive research, public outreach, stakeholder engagement, and debate, we tailored our parking reform to maximize impact while minimizing friction for residents.

We have found, and continue to experience, that in places that lack good public transportation or were not envisioned to be dense and walkable, minimum parking requirements are still necessary and desired by the community. Nevertheless, our parking reform created numerous incentives and options to reduce parking requirements, in the places where it was required, by providing alternative access. Where parking minimums do exist, several mechanisms to reduce parking requirements are available, including off-site, joint-use, or shared parking plans, bike share, bicycle parking, car share, and unbundling.

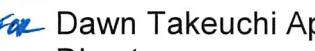
The Honorable Luke A. Eyslin Chair
The Honorable Tyson K. Miyake, Vice Chair
and Members of the Committee on Housing
House Bill No. 1919
February 4, 2026
Page 2

We believe that we have reformed and modernized parking in a way that is best for our communities, and we encourage the other counties to do the same.

Thank you for the opportunity to testify.

Very truly yours,



 Dawn Takeuchi Apuna
Director



Testimony in Support for HB1919 - Relating to Development Standards

Committee on Housing (HSG)

Wednesday, February 4, 2026 at 9:00AM

Dear Chair Evslin, Vice Chair Miyake, and members of the 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.

February 4, 2026

The Honorable Luke A. Esvlin, Chair

House Committee on Housing

State Capitol, Conference Room 430 & Videoconference

RE: House Bill 1919, Relating to Housing

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

Aloha Chair Esvlin, 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 1919, which beginning 7/1/2027, prohibits counties from imposing minimum parking mandates for certain developments.

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>



Testimony of the Oahu Metropolitan Planning Organization

Committee on Housing

February 4, 2026 at 9:00AM
Conference Room 430

HB 1919 **Relating to Development Standards**

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1919**, 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 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.



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Wednesday, February 4, 2026 — 9:00 a.m.

Ulupono Initiative supports HB 1919, Relating to Development Standards.

Dear Chair Evslin 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, 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

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 ☎ 808.544.8960 ☎ 808.432.9695 | www.ulupono.com

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.



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 1919 - RELATING TO DEVELOPMENT STANDARDS

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 1919**.

Hawai'i is facing a severe housing shortage, and every unnecessary cost added to housing construction makes that problem worse. HB1919 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.

HB1919 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, HB1919 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.

HB1919 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





Housing Hawai'i's Future
PO Box 3043
Honolulu, HI 96802-3043

February 4, 2026

TO: Chair Evslin and Members of the House Committee on Housing
RE: HB 1919, Relating to Development Standards

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 1919. 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.**

Thank you,

A handwritten signature in black ink, enclosed in a circular oval. The signature appears to read "Lee Wang".

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

A handwritten signature in black ink, appearing to read "Perry Arrasmith".

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

¹ For figures, see <https://tinyurl.com/mswb7hwr>
hawaiisfuture.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 HB1919 — RELATING TO DEVELOPMENT STANDARDS

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

The Grassroot Institute of Hawaii **supports** [HB1919](#), 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, Greogry 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.



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.

BOARD MEMBERS

Jason Fujimoto
Meli James, *Board Chair*
Micah Kāne
Brandon Kurisu
Brad Nicolai
Mike Pietsch
Sunshine Topping

ADVISORY COMMITTEE

Josh Feldman
Brittany Heyd
Alicia Moy
Ed Schultz

Josh Wisch
President & Executive Director

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

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

HolomuaCollaborative.org

Page 1 of 2

LATE

Committee:

House Committee on Housing

Bill Number:

HB1919, Relating to Development Standards

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 1919, 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.

HB 1919 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 HB 1919, 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 HB 1919.

Sincerely,

Matthew Prellberg
Policy & Communications Director

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



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

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

LATE

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

Hawai'i Bicycling League Supports HB 1919, 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 1919 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 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 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

HB-1919

Submitted on: 2/2/2026 8:43:17 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 writing in strong support of HB 1919, which prohibits counties from imposing minimum parking mandates for specified types of housing and developments.

Minimum parking requirements add significant and unnecessary cost to housing development. Studies have shown that building even one parking stall can increase the cost of construction by tens of thousands of dollars, and developers must often pass these costs on to residents. By eliminating rigid county minimum parking mandates for affordable housing, smaller residences, adaptive reuse projects, and mixed-use developments, this bill would help lower construction costs and support housing affordability across Hawai‘i.

HB 1919 also allows for appropriate flexibility by setting reasonable maximum thresholds instead of one-size-fits-all mandates, letting developers and communities plan parking based on actual need. This more modern, context-sensitive approach aligns with best practices in sustainable planning and supports compact, walkable neighborhoods that reduce dependence on cars.

For these reasons, I respectfully urge the Committee to pass HB 1919.

Mahalo for the opportunity to testify.

Regards,

Landon Lee

Aloha Chair Evslin, Vice Chair Miyake,

My name is Dale VanderBrink. I am a member of the Ala Moana Kaka'ako Neighborhood Board. This is my personal testimony.

I am submitting this testimony in support of HB1919.

This proposal is simple: prohibit counties from imposing minimum parking mandates. My testimony will be simple, too.

I don't own a car. I live in a city where most errands are within walking distance, and my commute to work is a short bus ride. I didn't need to buy a car, yet as I am renting my current condo, I still end up paying indirectly for parking.

Because my building provides roughly three dozen parking spaces for residents who drive, there are fewer homes available to rent. That scarcity pushes rents higher, including mine. I shouldn't have to subsidize someone else's parking spot.

I believe that if we allowed more downtown buildings to be constructed with zero parking, especially in areas served by rail, and bus, we could build more housing and reduce rents by hundreds of dollars per month.

It is because of these reasons, I support HB1919

Mahalo,

Dale VanderBrink

LATE

HB-1919

Submitted on: 2/3/2026 3:11:44 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 HB1919, which takes an important and long-overdue step toward modernizing Hawai‘i’s land use and parking policies by prohibiting excessive minimum parking mandates beginning July 1, 2027.

Minimum parking requirements have quietly become one of the most significant barriers to housing production, adaptive reuse, small business creation, and affordability. HB1919 addresses this problem directly by prohibiting parking minimums for housing and community-serving uses where they are least justified and most harmful.

Specifically, this bill appropriately removes parking mandates for accessory dwelling units, affordable housing, existing buildings changing use, smaller residences, senior housing, housing for persons with disabilities, child care facilities, mixed-use commercial spaces, and small commercial buildings. These are exactly the types of developments that serve local residents, support neighborhood vitality, and should not be burdened by rigid, one-size-fits-all parking rules.

Mandatory parking increases construction costs, consumes valuable land, and often makes otherwise viable projects financially infeasible. Structured parking can cost tens of thousands of dollars per stall, costs that are ultimately passed on to renters, buyers, and small businesses. For affordable housing and adaptive reuse projects in particular, parking mandates can be the difference between a project moving forward or being abandoned entirely.

HB1919 also establishes reasonable and balanced caps on parking requirements by ensuring that counties may not require more than 0.5 parking stalls per residential unit and no more than one parking stall per 1,000 square feet of commercial floor area. These limits still allow flexibility for market-driven parking while preventing excessive mandates that undermine housing supply, walkability, and transportation choice.

Importantly, this bill does not prohibit parking. It simply allows developers, property owners, and communities to determine the appropriate amount of parking based on actual demand rather than outdated assumptions. This approach aligns with state housing goals, climate commitments, and transportation policies that support compact development, transit use, and safer, more livable communities.

HB1919 will help unlock housing production, encourage reuse of existing buildings, support small businesses, and reduce unnecessary development costs across Hawai‘i. For these reasons, I urge your strong support of this measure.

Mahalo for the opportunity to submit testimony.

Ignacio Filippini