

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

**JOSH GREEN, M.D.**  
GOVERNOR

**SYLVIA LUKE**  
LT. GOVERNOR

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Statement of  
**MARY ALICE EVANS, Director**

before the  
**SENATE COMMITTEE ON WAYS AND MEANS**

Wednesday, February 25, 2026  
10:55 AM  
State Capitol, Conference Room 211

in consideration of  
**SB 2356, SD 1**  
**RELATING TO PARKING.**

Chair Dela Cruz, Vice Chairs Moriwaki, and Members of the Senate Committees on Ways and Means, the Office of Planning and Sustainable Development (OPSD) **supports** SB 2356, SD 1 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 one-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

**SYLVIA LUKE**  
LT. GOVERNOR

**JAMES KUNANE TOKIOKA**  
DBEDT DIRECTOR

**DANE K. WICKER**  
DBEDT DEPUTY DIRECTOR



**WALTER THOEMMES**  
CHAIR, STADIUM AUTHORITY

**MICHAEL R. YADAO**  
INTERIM STADIUM MANAGER

Statement of  
**MICHAEL R. YADAO**  
Stadium Authority  
Department of Business, Economic Development, and Tourism  
before the

**SENATE COMMITTEE ON WAYS AND MEANS**

Wednesday, February 25, 2026  
10:55 AM  
State Capitol, Conference Room 211

In consideration of  
**S.B. 2356, SD1**  
**RELATING TO PARKING.**

Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee.  
The Stadium Authority supports Senate Bill 2356, SD1 which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement program area. The Senate Bill 2356, SD1 removes critical land-use barriers for the New Aloha Stadium Entertainment District (NASED). By eliminating outdated parking minimums, this measure unlocks valuable acreage for housing and mixed-use development that would otherwise be consumed by asphalt as well as transforms the project from a traditional stadium into a vibrant, urban “Live-Work-Play” hub.

This shift aligns NASED with the State’s TOD Strategic Plan, fostering a compact, walkable community that prioritizes transit ridership and multi-modal connectivity over vehicle storage.

Thank you for the opportunity to testify.



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Ways and Means

February 25, 2026 at 10:55AM

Conference Room 211

**SB 2356 SD 1**

**Relating to Parking**

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2356 SD 1**, which would prohibit minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

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

Optimizing parking supply, coupled with encouraging density and mixed land use in strategic areas and enabling and providing multiple modes of active and shared transportation can improve livability of neighborhoods and reduce the cost of living for residents. Excessive parking reduces the 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](#)

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<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

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

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

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



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 1259 A'ala Street, Suite 300  
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February 25, 2026

**The Honorable Donovan M. Dela Cruz, Chair**

Senate Committee on Ways and Means  
State Capitol, Conference Room 211 & Videoconference

**RE: Senate Bill 2356, SD1, Relating to Parking**

**HEARING: Wednesday, February 25, 2026, at 10:55 a.m.**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, 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** Senate Bill 2356, SD1, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas. Effective 4/19/2042.

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

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

Mahalo for the opportunity to provide testimony on this measure.





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

February 25, 2026

Senate Committee on Ways and Means  
Hawai'i State Capitol  
Honolulu, HI 96813

**RE: SUPPORT for SB 2356 SD1 - RELATING TO PARKING**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee,

On behalf of Hawai'i YIMBY, we are writing in **strong support of SB 2356 SD1**.

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

SB 2356 SD1 takes a targeted, common-sense approach by prohibiting minimum parking requirements in transit-oriented development infrastructure improvement program areas. These are places specifically planned around rail and high-quality public transit, where residents can rely less on driving. By allowing parking to be right-sized based on real demand, this bill helps reduce costs and makes better use of limited land. The savings from eliminating unnecessary parking can be used to lower rents, reduce home prices, or build additional housing units.

Importantly, **SB 2356 SD1 does not ban parking**. Developers may still provide parking where it makes sense, and all accessible parking and disability requirements remain fully protected. Counties also retain the authority to manage parking through maximums or other policies.



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

SB 2356 SD1 also supports adaptive reuse by reducing parking barriers when converting existing buildings into housing. This flexibility can help bring new homes online faster and at lower cost.

SB 2356 SD1 prioritizes housing affordability, efficient land use, and transit-supportive communities. **Choosing people over parking means choosing homes near transit over empty stalls and families over unnecessary costs.**

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

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

Sincerely,  
Damien Waikoloa  
Chapter Lead, Hawai'i YIMBY

Edgardo Díaz Vega  
Chapter Lead, Hawai'i YIMBY

Huey Kwik  
Chapter Lead, Hawai'i YIMBY



**Testimony to the Senate Committee on Ways and Means  
Senator Donovan M. Dela Cruz, Chair  
Senator Sharon Y. Moriwaki, Vice Chair**

**Wednesday, February 25, 2026, at 10:55AM  
Conference Room 211 & Videoconference**

**RE: SB2356 SD1 Relating to Parking**

Aloha e Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee:

My name is Sherry Menor, President and CEO of the Chamber of Commerce Hawaii ("The Chamber"). The Chamber supports Senate Bill 2356 SD1 (SB2355 SD1), which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

SB2356 SD1 advances the Economic Action pillar of the Chamber's 2030 Blueprint for Hawaii by reducing development cost barriers and streamlining project delivery in transit-oriented areas. The Chamber recognizes that these requirements are historically important, as a matter of ensuring the necessary parking infrastructure for those commuting by car. With the advancements in mass public transportation, such as Skyline, revisions to parking requirements in transit-oriented areas are appropriate. This bill will help increase housing supply, improve site design flexibility, and encourage development patterns that best utilize public transit. Under current requirements, transit-oriented housing development projects are required to use land, that could otherwise be used to supply more housing units, to instead provide parking infrastructure to a transit-oriented market segment that might not optimize that resource. Recognizing housing as a major contributor to the cost of living in Hawaii, we consider this legislation as a powerful step towards meaningful quality of life improvements for Hawaii residents.

We respectfully ask to pass Senate Bill 2356 SD1. Thank you for the opportunity to testify.

The Chamber of Commerce Hawaii is the state's leading business advocacy organization, dedicated to improving Hawaii's economy and securing Hawaii's future for growth and opportunity. Our mission is to foster a vibrant economic climate. As such, we support initiatives and policies that align with the 2030 Blueprint for Hawaii that create opportunities to strengthen overall competitiveness, improve the quantity and skills of available workforce, diversify the economy, and build greater local wealth.



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**The Thirty-Third State Legislature  
Senate Committee on Ways and Means  
Wednesday, February 25, 2026  
Conference Room 211  
10:56 a.m.**

TO: The Honorable Donavan M. Dela Cruz, Chair  
FROM: Keali'i S. López, State Director  
RE: Support for S.B. 2356, SD1 Relating to Parking

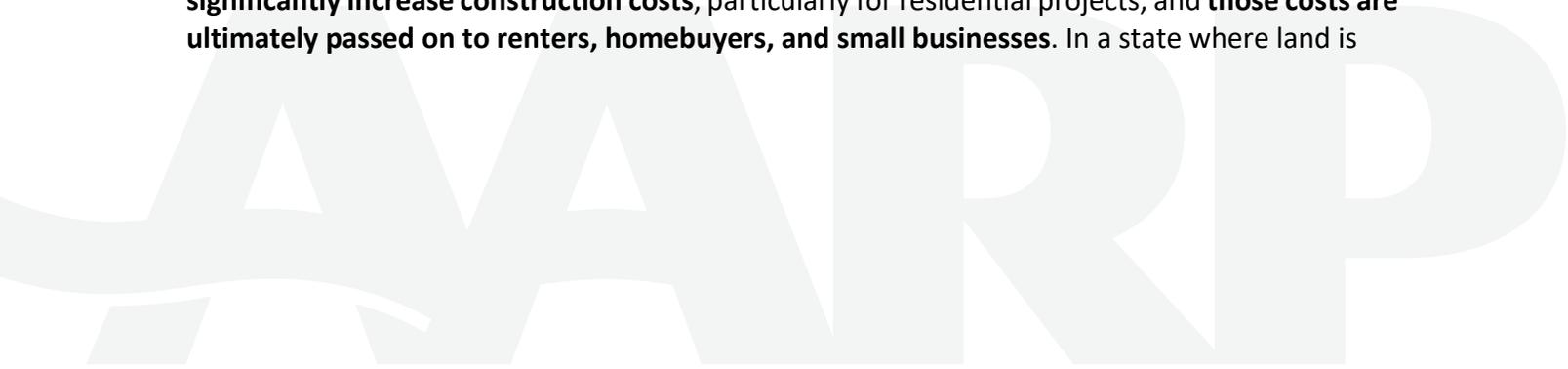
Aloha Chair Dela Cruz and Members of the Committee:

My name is Keali'i López, and I serve as the State Director of AARP Hawai'i. On behalf of our more than 135,000 members statewide, thank you for the opportunity to testify **in strong support of S.B. 2356, SD1**. AARP is a nonprofit, nonpartisan social impact organization dedicated to empowering people age 50 and older to choose how they live as they age. Central to that mission is ensuring access to **stable, affordable housing** and the ability for residents to **age with dignity in their own communities**.

These priorities align closely with policies that **reduce unnecessary development costs**, make efficient use of limited land, and **maximize public investment**, particularly in transit infrastructure are essential to addressing Hawai'i's housing crisis and rising cost of living.

S.B. 2356, SD1 takes a **targeted and fiscally responsible approach** to modernizing parking policy. The measure prohibits counties from imposing **minimum off-street parking requirements** for new development or redevelopment projects within **transit-oriented development (TOD) infrastructure improvement program areas**. At the same time, it **preserves important safeguards** by explicitly maintaining ADA-required accessible parking, allowing developers to provide parking voluntarily, and retaining county authority to manage parking supply through maximums or other policies.

Outdated parking mandates often require developers to devote valuable land and resources to parking that may not reflect actual community needs. **Minimum parking requirements significantly increase construction costs**, particularly for residential projects, and **those costs are ultimately passed on to renters, homebuyers, and small businesses**. In a state where land is



scarce and construction costs are already among the highest in the nation, eliminating unnecessary parking mandates in TOD areas can help lower per-unit costs and support the production of more affordable housing options.

Just as importantly, **this measure supports housing choices that meet the needs of an aging population**. Many older adults drive less, or stop driving altogether as they age, and increasingly seek homes near reliable transit, safe sidewalks, and essential services. TOD areas are designed to provide exactly these benefits. By reducing parking mandates in transit-rich, walkable communities, S.B. 2356, SD1 helps expand housing options that allow older adults to **remain independent, connected, and engaged** while aging in place.

The bill also **maintains essential accessibility protections**. By explicitly preserving accessible parking requirements, the measure ensures that while minimum parking mandates are removed, the needs of people with mobility challenges, including many older adults, remain fully protected.

At a time when Hawai'i faces a severe housing shortage and continued pressure on household budgets, **S.B. 2356, SD1 represents a practical and meaningful step forward**. It modernizes land-use policy, supports affordability, and ensures that public investments in transit are used as effectively as possible to meet community needs.

For these reasons, AARP Hawai'i respectfully urges the Senate Committee on Ways and Means to **pass S.B. 2356, SD1**, advancing fiscally responsible housing policy and creating communities that better support residents of all ages.

Mahalo for the opportunity to provide testimony.



# holomua

COLLABORATIVE

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## 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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## BOARD MEMBERS

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Meli James, *Board Chair*  
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Page 1 of 2

**Committee:** Senate Committee on Ways and Means  
**Bill Number:** SB2356 SD1, Relating to Parking  
**Hearing Date and Time:** February 25, 2026, 10:55am, Room 211  
**Re:** Testimony of Holomua Collaborative – Support

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee:

Mahalo for the opportunity to submit testimony in support of SB2356 SD1, Relating to Parking. This bill would prohibit counties from imposing minimum parking standards for developments within transit-oriented development (TOD) infrastructure improvement program areas.

Hawai'i remains in a severe housing crisis. Skyrocketing home prices leave many local families struggling to secure safe, attainable places to live. The median single family home price in Hawai'i now exceeds \$1,000,000, while the median for a condominium is nearly \$650,000, creating an impossible barrier for most residents. As a result, many local families are being forced to leave in search of more affordable options elsewhere. Between July 2024 and July 2025, an average of 11 people left Hawai'i *each day*.<sup>1</sup> 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 survey<sup>2</sup> 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.

SB2356 SD1 addresses a critical driver of these costs by removing outdated parking mandates in areas specifically designed for high-density, transit-supportive growth. In Hawai'i, the cost of constructing a single parking stall in a structured garage can range from \$50,000 to over \$80,000.

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<sup>1</sup> 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](https://files.hawaii.gov/dbedt/census/popestimate/2025/state-pop/2025_daily_est_state.pdf)

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



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

By passing SB2356 SD1, the legislature can ensure that our investments in transit infrastructure are maximized by allowing for more housing, rather than more pavement. This bill empowers builders to right-size parking based on actual resident needs, reducing the "invisible tax" on housing production in our most vital growth corridors. We must prioritize housing for people over mandated space for cars if we hope to make Hawai'i affordable for the 75 percent of local workers who are currently questioning their future in our islands.

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

Sincerely,

Matthew Prellberg  
Policy & Communications Director



**HAWAII STATE SENATE  
COMMITTEE ON WAYS & MEANS  
Conference Room 211  
State Capitol  
10:55 am**

February 25, 2026

Subject: SB 2356 - Relating to Parking

Chair Dela Cruz, Vice-Chair Moriwaki, and members of the Committee:

My name is Roseann Freitas, CEO of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii. Our members build the communities we all call home.

BIA-Hawaii is in support of SB 2356, which would prohibit minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas

Hawaii's housing affordability crisis requires practical policy responses that remove unnecessary cost without sacrificing quality of life. Parking stalls can add tens of thousands of dollars per unit to the cost of housing, even when residents do not own cars or the stalls go unused — cost that is ultimately passed on to buyers and renters. Allowing developers and communities greater flexibility to match parking supply with real needs — rather than mandating parking stalls as a precondition to development — supports more affordable housing production, more efficient use of limited land, and broader consumer choice in how residents live and move around our islands.

We appreciate the opportunity to provide our comments on this matter.



*Cade Watanabe, Financial Secretary-Treasurer*

*Gemma G. Weinstein, President*

*Eric W. Gill, Senior Vice-President*

February 24, 2026

Senate Committee on Ways and Means  
Sen. Donovan Dela Cruz, Chair  
Sen. Sharon Moriwaki, Vice Chair

**Testimony With Comments re: SB 2356**

Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members:

UNITE HERE Local 5 represents 10,000 working people in the hotel, food service and health care industries across Hawaii. We note the egregious traffic situation in Hawai'i and the need to get cars off the road. At the same time, we note that solutions to this problem must involve real, working alternatives, such as an enhanced bus system or promotion of other means of transportation. We note that affordable housing development is not sufficient in amount or in actual affordability to meet people's needs. At the same time, we feel the solution to this problem is to require more from developers, especially when they receive a benefit or relief of any sort from the government. We note that this bill would apply to all projects in TOD infrastructure improvement program areas, not just affordable housing.

We urge that this bill be amended to create some alternative requirements for developers that contribute to the transit solution rather than just a ban on off-street parking minima. Alternatively, it should be amended to put some requirements on affordability of units in projects with reduced off-street parking.

As currently written, the bill could significantly reduce developers' construction costs and allow them to build greater dwelling or transient unit density, without requiring anything in return, and thus provides benefit to the industry. Will the industry pass on those benefits to our communities? Maybe, maybe not – this bill can require that they do, and in this crucial moment, such a requirement is necessary. Otherwise the bill undermines counties' abilities to negotiate alternative benefits with developers, especially since it encompasses all types of projects.

Thank you.

Feb. 25, 2026, 10:55 a.m.

Hawaii State Capitol

Conference Room 211 and Videoconference

**To: Senate Committee on Ways and Means**

**Sen. Donovan M. Dela Cruz, Chair**

**Sen. Sharon Y. Moriwaki, Vice Chair**

**From: Grassroot Institute of Hawaii**

**Ted Kefalas, Director of Strategic Campaigns**

RE: TESTIMONY IN SUPPORT OF SB2356 SD1 — RELATING TO PARKING

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **supports** [SB2356 SD1](#), which would prohibit counties from mandating off-street parking spaces for projects in transit-oriented development infrastructure improvement program areas.

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

Cities that have reduced or eliminated parking requirements see less parking built, which frees up land for more useful structures, such as new and expanded homes and businesses.<sup>1</sup>

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<sup>1</sup> 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

Research has shown that imposing parking mandates increases housing costs because construction costs for parking garages or spaces, as well as the cost of acquiring land for parking, are passed to homebuyers and renters.<sup>2</sup>

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 land tried to figure out how to provide more parking.<sup>3</sup>

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

Thank you for the opportunity to testify.

Ted Kefalas  
Director of Strategic Campaigns  
Grassroot Institute of Hawaii

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<sup>2</sup> [“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.

<sup>3</sup> Ahry McGurik, [“Lanai bowling alley saga shines light on county’s cumbersome parking mandates,”](#) The Maui News, Oct. 30, 2025.



February 25, 2026

Senator Donovan M. Dela Cruz, Chair  
Senator Sharon Y. Moriwaki, Vice Chair  
Senate Committee on Ways and Means

**Support of SB 2356, SD1, RELATING TO PARKING.**

**Wednesday, February 25, 2026, at 10:55 a.m.**  
**State Capitol, Conference Room 211 & Videoconference**

The Land Use Research Foundation of Hawaii (LURF) is a private research and trade organization originally founded in 1979, whose members include major Hawaii landowners, developers, utility companies, and land use professionals. LURF's mission is to research, educate, and advocate for reasonable, rational, and equitable land use planning, laws, and regulations that encourage well-planned economic growth, agriculture, housing, renewable energy, commercial and industrial uses, health care, and tourism, while safeguarding Hawaii's significant natural, historic, and cultural resources, public health, and safety.

**LURF supports SB 2356, SD1 relating to Parking**, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

To address Hawaii's severe housing shortage, the State and counties have developed transit-oriented development (TOD) policies and plans to build more housing in existing urban areas and along transit corridors, which can revitalize communities and to encourage transportation alternatives for residents and businesses. One of the major costs of developing housing and mixed-use projects are the costs related to complying with government-imposed mandates and requirements, including parking. By banning parking minimum requirements, this bill will allow flexibility for housing and mixed-use developments in TOD areas to design their projects with cost savings and transportation efficiency that address the needs of homebuyers and the community.

Based on the reasons stated above, LURF is in **support of SB 2356, SD1**, and respectfully requests your favorable consideration of this bill.

Thank you for the opportunity to provide comments in support of this proposed measure.

**SB-2356-SD-1**

Submitted on: 2/23/2026 12:55:20 PM

Testimony for WAM on 2/25/2026 10:55:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
William Caron	Individual	Support	Written Testimony Only

Comments:

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

Please support SB2356, which would prohibit minimum off-street parking requirements for new developments or redevelopment projects located within transit-oriented development infrastructure improvement program areas.

Parking mandates make housing more expensive, and limit how much housing can be built. The cost of building parking is often passed down onto homeowners and renters – even if they don't own a car. Reducing parking mandates helps to reduce car dependency and can encourage municipalities to invest in pedestrian, bicycle, and transit infrastructure.

Crucially, this bill does NOT prevent developers from building parking. It simply give developers the flexibility to build the amount of parking that is right for the project, instead of forcing a one-size fits all approach. In TOD areas, in which the goal is high-density, affordable housing designed to interface with public transit and take cars off the road, government mandates take us in the wrong direction.

Please support the elimination of these mandates in TOD zones. Mahalo for your consideration.

**SB-2356-SD-1**

Submitted on: 2/23/2026 1:56:29 PM

Testimony for WAM on 2/25/2026 10:55:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
lynne matusow	Individual	Oppose	Written Testimony Only

Comments:

You are making a big mistake, one which will be evidenced in future years when these properties are built and occupants are scarce. In the Downtown Honolulu area there are two senior housing projects that are not fully occupied. Why? In addition to the size of the units there is o parking. Parking was limited because the City and developers believed they would come, but they wouldn't, because they still needed their cars, even with public transit at their doorstep.

I envision the City ordinance to be revised in future years, as reality hits, and urge you not to compound the problem by passing this bill. SB2356 should be defeated.

Lynne Matusow

**SB-2356-SD-1**

Submitted on: 2/23/2026 8:48:30 PM

Testimony for WAM on 2/25/2026 10:55:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

2356 SB RELATING TO PARKING.

WE SHOULD SUPPORT PUBLIC TRANSPORTATION FOR MANY REASONS  
ESPECIALLY TRAFFIC ACCIDENTS AND CLEAR AIR

**SB-2356-SD-1**

Submitted on: 2/23/2026 10:08:30 PM

Testimony for WAM on 2/25/2026 10:55:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jared Tsuchiyama	Individual	Support	Written Testimony Only

Comments:

Aloha committee members,

I support this effort to remove parking minimums in TOD zones. The point of TOD is to encourage transit use and be less dependent on cars so county and city mandates that require car infrastructure to be built do not makes sense especially in these areas.

Thank-you.

**SB-2356-SD-1**

Submitted on: 2/24/2026 4:57:33 AM

Testimony for WAM on 2/25/2026 10:55:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jonathan Huynh	Individual	Support	Written Testimony Only

Comments:

Aloha. I urge you to support this bill because it would eliminate the parking minimum requirement for TOD. The bill is very sensible and addresses the housing affordability crisis, because parking minimums requirements impose unnecessary burden on developers to build a required number of parking. The cost of parking is then passed onto the cost of the unit, which affects housing affordability. Developers should be free to decide how much parking to supply, if at all. In TOD, parking should be less of a focus, and walking and public transit should be major highlights. Mahalo.

**COUNTY COUNCIL**

Mel Rapozo, Chair  
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Addison Bulosan  
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**Council Services Division**  
4396 Rice Street, Suite 209  
Lihu'e, Kaua'i, Hawai'i 96766

February 24, 2026

**TESTIMONY OF ADDISON BULOSAN  
COUNCILMEMBER, KAUAI COUNTY COUNCIL  
ON  
SB 2356 SD 1, RELATING TO PARKING  
Senate Committee on Ways and Means  
Wednesday, February 25, 2026  
10:55 a.m.  
Conference Room 211  
Via Videoconference**

Dear Chair Dela Cruz and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of SB 2356, SD 1, Relating to Parking. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I am happy to support SB 2356, SD 1, which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement area. By implementing this measure, residents within one-half (1/2) mile of transit areas should be encouraged to use public transit and, therefore, the demand and cost of vehicle ownership will be reduced. Consequently, developments will be concentrated and walkable neighborhoods will be created, to be conveniently centered around transit.

Thank you again for this opportunity to provide testimony in support of SB 2356, SD 1. Should you have any questions, please feel free to contact me or Council Services Staff at (808) 241-4188 or via email to cokcouncil@kauai.gov.

Sincerely,

ADDISON BULOSAN  
Councilmember, Kaua'i County Council

RM:dmc



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## **TESTIMONY IN SUPPORT OF SB 2356 – Relating to Parking**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee:

Mahalo for the opportunity to testify in strong support of SB 2356.

SB 2356 is a practical, fiscally responsible reform that aligns land-use policy with Hawai'i's housing and transit investments. By prohibiting minimum off-street parking requirements within transit-oriented development (TOD) infrastructure improvement program areas, this measure removes a costly and outdated mandate that undermines housing affordability and efficient land use.

Mandatory parking significantly increases development costs by tens of thousands of dollars per stall. These costs are ultimately passed on to renters and homebuyers, whether or not they own a vehicle. Parking minimums also reduce the number of homes that can be built, constraining supply. At a time when the State is prioritizing affordability, we should not require unnecessary construction that drives up housing prices.

In transit-rich areas, excessive parking also weakens the effectiveness of taxpayer-funded rail and bus systems. TOD is intended to promote walkable, mixed-use communities that maximize the public return on transit infrastructure. Allowing parking supply to reflect actual market demand, rather than rigid mandates, better supports these goals.

Importantly, SB 2356 does not eliminate parking. Developers may still provide parking where appropriate, accessible parking requirements remain intact, and counties retain regulatory authority. The bill simply removes a one-size-fits-all requirement that no longer reflects Hawai'i's fiscal and housing realities.

For these reasons, Avalon Development Company LLC respectfully urges the Committee to advance SB 2356.

Mahalo for your consideration.

Respectfully submitted,  
Avalon Development Company LLC  
Honolulu, Hawai'i

February 25, 2026

TO: Chair Dela Cruz and Members of the Ways & Means Committee  
RE: SB 2356 SD1, Relating to Parking

Dear Chair Dela Cruz and Committee Members,

**We strongly support Senate Bill 2356 SD1.** This measure addresses the impact of parking waste on new housing opportunities in urban communities across Hawai'i.

Parking minimums are a major, avoidable cost that raises rents and home prices. This rings true in transit-oriented development infrastructure improvement program areas.

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

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 SB2356 SD1.**

Thank you,



Lee Wang  
Executive Director  
Housing Hawai'i's Future  
[lee@hawaiisfuture.org](mailto:lee@hawaiisfuture.org)



Perry Arrasmith  
Director of Policy  
Housing Hawai'i's Future  
[perry@hawaiisfuture.org](mailto:perry@hawaiisfuture.org)

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



February 24, 2026  
Senate Committee on Ways and Means  
Hawai'i State Capitol  
Honolulu, HI 96813

**RE: SUPPORT for S.B. 2356 SD1 – RELATING TO PARKING**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee,

Better Block Hawai'i is a non-profit organization dedicated to reimagining and transforming our built environment to create more vibrant, healthy, and livable neighborhoods. Better Block Hawai'i stands in strong support of SB 2356, SD1, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development (TOD) infrastructure improvement program areas. This measure represents a critical step toward addressing Hawai'i's housing crisis and meeting our state's sustainability and climate goals. By eliminating outdated parking mandates in areas specifically designed for high-capacity transit, we can foster more affordable, walkable, and vibrant communities that prioritize people over automobiles.

The requirement for mandatory off-street parking is a significant and often overlooked driver of high housing costs. Each parking stall can add tens of thousands of dollars to the construction cost of a single housing unit—expenses that are ultimately passed on to residents in the form of higher rents and mortgage payments. By removing these mandates, SB 2356, SD1 lowers the financial barriers for developers to build more housing, particularly the "missing middle" and affordable units that Hawai'i's working families desperately need. This shift allows for more efficient use of limited land, transforming what would have been "dead zones" of asphalt into productive spaces for housing and local commerce.

Furthermore, aligning our land-use policies with our significant investments in transit infrastructure is essential for reducing car dependency. Mandating excessive parking in TOD zones contradicts the very purpose of transit-oriented design, which is to encourage the use of walking, biking, and public transportation. Prohibiting parking minimums does not ban parking altogether; rather, it allows the market and developers to determine the appropriate amount of

parking based on the specific needs of a project and its proximity to transit. This flexibility is a proven strategy, already successful in numerous cities across the country, to revitalize urban cores and reduce the carbon footprint of our built environment.

Better Block Hawaii believes that SB 2356, SD1 is a bold and necessary move to create a more equitable and sustainable Hawaii. We urge the Committee to pass this measure to ensure our urban planning reflects the needs of a 21st-century island state.

Better Block Hawai'i urges the Committee to pass SB 2356, SD1. Thank you for the opportunity to testify in support of a more walkable, bikeable, and community-centered Hawai'i.

Mahalo,

Justin L. Menina

Program Coordinator