

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

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Statement of  
**MARY ALICE EVANS, Director**

before the  
**HOUSE COMMITTEE ON HOUSING**  
Wednesday, March 18, 2026, 9:00 AM  
State Capitol, Conference Room 430

in consideration of  
**SB 2981**  
**RELATING TO LAND USE.**

Chair Evslin, Vice Chair Miyake, and Members of the House Committee on Housing,

The Office of Planning and Sustainable Development (OPSD) **supports SB 2981** which beginning 7/1/2027, prohibits minimum off-street parking requirements for any new development in an urban district; and requires each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement by 7/1/2027.

**OPSD supports the intent of SB 2981, however respectfully expresses its preference for SB 2356, SD1 over SB 2981**, as it offers a more strategic and targeted approach to eliminating minimum off-street parking requirements. By focusing the prohibition specifically on TOD infrastructure improvement areas, SB 2356, SD1 ensures that parking reform is concentrated where high-frequency transit and walkable urban design already exist. Furthermore, SB 2356, SD1 provides broader utility by applying these relaxed parking requirements to both new developments and the redevelopment of existing structures, whereas SB 2981 is restricted solely to new construction. OPSD also notes that the expansive application of SB 2981 to all urban districts statewide may trigger significant backlash from neighbor island communities with varying infrastructure capacities; conversely, the geographically focused nature of SB 2356, SD1 allows for a more controlled implementation that aligns parking policy with specific state and county transit goals.

OPSD supports eliminating parking minimums in TOD areas as a critical tool to directly lower the cost of housing development across the State's urban districts. Mandatory parking minimums represent one of the most significant "hidden" costs in construction. In Hawai'i, the cost of a basic surface parking stall ranges from approximately \$7,000 to \$25,000 depending on the island and site conditions. However, in higher-density urban areas where land is scarce, developers often utilize structured parking garages. These facilities are substantially more expensive, with costs currently averaging \$50,000 to \$68,000 per stall, and can exceed \$84,000

for high-rise developments in urban Honolulu. When these costs are multiplied across a multi-unit project, they add millions of dollars to the total development budget; these costs are ultimately passed on to residents through higher rents and mortgage payments.

By removing these rigid parking minimums, the State eliminates substantial financial, infrastructure, and land-use barriers, particularly in Transit-Oriented Development (TOD) areas where land is at a premium. Currently, these requirements often act as a hinderance to housing production, forcing agencies and developers to prioritize asphalt over living space. It is important to clarify that this measure will not eliminate all future off-street parking in urban districts; rather, it shifts the decision-making power from a one-size-fits-all government mandate to the developers themselves. This allows for the creation of an optimal number of stalls based on the actual market demand, site-specific constraints, and construction feasibility.

Furthermore, this shift moves Hawai'i significantly closer to its long-term TOD goals. As our communities gain better access to fast and reliable public transit, more residents will have the opportunity to forgo the high costs of car ownership. Eliminating minimum parking mandates is in direct alignment with the State's Transit-Oriented Development Council's Strategic Plan, which encourages increased public transit ridership and pedestrian modes of transit. By facilitating more compact development and walkable, mixed-use neighborhoods centered around transit hubs, we can create a more sustainable and affordable future for Hawai'i's residents.

Thank you for the opportunity to testify on this measure

**DEPARTMENT OF PLANNING AND PERMITTING**  
**KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE**  
**CITY AND COUNTY OF HONOLULU**

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RICK BLANGIARDI  
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DAWN TAKEUCHI APUNA  
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PO'O

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DEPUTY DIRECTOR  
HOPE PO'O

REGINA MALEPEAI  
2<sup>ND</sup> DEPUTY DIRECTOR  
HOPE PO'O KUALUA

TESTIMONY OF THE DEPARTMENT OF PLANNING AND PERMITTING  
BEFORE THE HOUSE COMMITTEE ON HOUSING

March 18, 2026  
Conference Room 016

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

RE: COMMENTS ON SENATE BILL NO. 2981, RELATING TO LAND USE

The Department of Planning and Permitting (DPP) **offers comments** on Senate Bill No. 2981, which prohibits minimum off-street parking requirements for any new development in an urban district and requires each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement.

The City and County of Honolulu (City) 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, the City tailored our parking reforms to maximize impact while minimizing friction for residents.

We have found, and continue to experience, that in places that lack good, accessible public transportation or places that were not envisioned to be dense and walkable, minimum parking requirements are still necessary and desired by communities. Nevertheless, our parking reforms 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. Evslin, Chair  
The Honorable Tyson K. Miyake, Vice Chair  
and Members of the House Committee on Housing  
Hawai'i House of Representatives  
Senate Bill No. 2981  
March 18, 2026  
Page 2

We believe the City has reformed and modernized parking in a way that is best for our communities and we respectfully request the Legislature recognize and understand our parking reforms before proposing changes which our experience shows have great potential to negatively impact some communities. We are always open to further parking discussions.

Thank you for the opportunity to testify.

Very truly yours,



Dawn Takeuchi Apuna  
Director



*Cade Watanabe, Financial Secretary-Treasurer*

*Gemma G. Weinstein, President*

*Eric W. Gill, Senior Vice-President*

March 16, 2026

Senate Committee on Housing  
Rep. Luke Evslin, Chair  
Rep. Tyson Miyake, Vice Chair

### **Testimony in Opposition to SB 2981**

Chair Evslin, Vice Chair Miyake, 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. Those solutions are not developed enough to replace cars at this time or the need for parking, and this bill does nothing to develop those solutions further.

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. This bill does nothing to require more of developers. Further, the bill would apply to all projects in urban districts, which would cover the vast majority of projects that would otherwise have parking components.

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.

As written, SB 2981 undermines counties' abilities to negotiate alternative benefits with developers, which by extension undermines the public's ability to demand more for our communities.

**We urge you to oppose SB 2981 or fix it.**

Thank you.



**Testimony in Support for SB2981 - Relating to Land Use**  
**Committee on Housing (HSG)**  
**Wednesday, March 18th, 2026 at 9:00AM**

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Dear Chair Evslin, Vice Chair Miyake, and members of the HSG committee,  
Mahalo for the opportunity to **testify in support of SB2981**, which would remove barriers to affordable housing by prohibiting minimum off-street parking requirements for any new development in an urban district.

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.<sup>1</sup> 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.<sup>2</sup>
2. **More parking does not mean more housing security.** Individuals living in affordable housing are less likely to own cars, and data shows that lower-income residents often prioritize affordable rents and proximity to transit, jobs, and schools over parking availability. Moreover, mandating more parking means reducing the number of affordable homes that can be built on a given parcel due to land and cost constraints. For example, imagine that a high-rise building of 200 mixed-income rental units was being planned in Honolulu. If one parking stall was built for every two units, in today's dollars, this would add a whopping \$6.8 million to the cost of the project.
3. **Eliminating parking mandates aligns with national best practices and local priorities.** Across the country, over 90 jurisdictions have eliminated or significantly reduced parking minimums, recognizing that such mandates hinder housing production and promote sprawl.<sup>3</sup> In 2020, the Honolulu City Council removed parking minimums for new housing and commercial development in the urban core and transit oriented development (TOD) areas through Ordinance 20-41. Recent analysis from Hawai'i Appleseed shows that permitted parking within housing developments in TOD areas on O'ahu approved from 2010–2025 decreased by over 12

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<sup>1</sup> 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>

<sup>2</sup> Ibid.

<sup>3</sup> Parking Reform Network, "Parking Mandates Map," January 6, 2025.

<https://parkingreform.org/resources/mandates-map/>

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

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

In summary, SB2981 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

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<sup>4</sup> 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](https://static1.squarespace.com/static/601374ae84e51e430a1829d8/t/68f15c7cbf563d6a7080bf8f/1760648316670/Stalled_FINAL.pdf).



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON HOUSING  
Wednesday, March 18, 2026 — 9:00 a.m.

**Ulupono Initiative supports SB 2981, Relating to Land Use.**

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 SB 2981**, which prohibits minimum off-street parking requirements for any new development in an urban district; requires each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement by 7/1/2027.

**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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup>

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Vice President of Government Affairs

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

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

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



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 1259 A'ala Street, Suite 300  
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March 18, 2026

**The Honorable Luke A. Evslin, Chair**

House Committee on Housing

State Capitol, Conference Room 430 & Videoconference

**RE: Senate Bill 2981, Relating to Land Use**

**HEARING: Wednesday, March 18, 2026, at 9:00 a.m.**

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

My name is Lyndsey Garcia, Director of Advocacy, testifying on behalf of the Hawai'i Association of REALTORS® ("HAR"), the voice of real estate in Hawaii and its over 10,000 members. HAR **supports the intent** of Senate Bill 2981, which beginning 7/1/2027, prohibits minimum off-street parking requirements for any new development in an urban district. Requires each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement by 7/1/2027.

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.<sup>1</sup> 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.

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





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

March 18, 2026

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

**RE: SUPPORT for SB 2981 - RELATING TO LAND USE**

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

On behalf of Hawai'i YIMBY, we are writing in **strong support of SB 2981**.

Hawai'i is facing a severe housing shortage, and every unnecessary cost added to housing construction makes that problem worse. SB 2981 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.

**SB 2981 asks us to choose people over parking.** By removing one-size-fits-all parking mandates, SB 2981 allows housing and community needs, not outdated formulas, to determine how much parking is appropriate for a project. 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. SB 2981 simply removes rigid minimums that do not reflect local conditions, changing



**Hawai'i YIMBY**  
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transportation patterns, or the needs of modern households. Accessible parking and disability requirements remain fully protected.

By allowing flexibility, SB 2981 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.

SB 2981 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





## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Housing

March 18, 2026 at 9:00AM

Conference Room 430

**SB 2981**

**Relating to Parking**

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 2981**, which would, beginning 7/1/2027, prohibit minimum off-street parking requirements for any new development in an urban district, and require each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement by 7/1/2027.

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 development in an urban district 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](#)

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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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## **WRITTEN TESTIMONY IN SUPPORT OF S.B. 2981**

### **Relating to Land Use – Parking Reform and Modernization Act**

**Submitted by: Avalon Development Company, LLC**

Avalon Development Company, LLC strongly supports S.B. 2981, which would prohibit minimum off-street parking requirements for new development in urban districts beginning July 1, 2027.

As a developer of residential and mixed-use housing throughout Hawai‘i, we have seen firsthand how rigid parking minimums increase construction costs, limit design flexibility, and reduce the number of homes that can be built on a site. Structured parking is extremely expensive, often costing tens of thousands of dollars per stall. When excessive parking is mandated, those costs are embedded in rents and sales prices, directly worsening housing affordability.

S.B. 2981 addresses this inefficiency by eliminating one-size-fits-all parking mandates in urban districts. Mandatory parking ratios frequently require more parking than residents actually use—particularly in areas near transit, employment centers, and services. The result is higher housing costs, less efficient land use, and fewer units delivered.

Importantly, the bill does not prohibit parking. It restores flexibility. Developers will continue to provide parking based on market demand and project context, while counties retain oversight through existing permitting and planning processes. What the bill removes is the requirement to overbuild parking solely to satisfy prescriptive numerical standards.

This reform also advances statewide goals to reduce automobile dependency, support transit-oriented development, and lower greenhouse gas emissions. Urban districts are precisely where flexibility in parking policy can produce smarter growth patterns and more attainable housing.



By establishing a clear statewide standard and directing counties to amend conflicting ordinances, S.B. 2981 provides regulatory certainty while modernizing Hawai‘i’s land-use framework.

For these reasons, Avalon Development Company, LLC respectfully urges the Committee to PASS S.B. 2981.

Respectfully submitted,

**Avalon Development Company, LLC**

**Testimony to the House Committee on Housing  
Representative Luke A. Evslin, Chair  
Representative Tyson K. Miyake, Vice Chair**

**Wednesday, March 18, 2026, at 9:00AM  
Conference Room 430 & Videoconference**

**RE: SB2981 Relating to Land Use**

Aloha e Chair Evslin, Vice Chair Miyake, 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 2981 (SB2981), which prohibits minimum off-street parking requirements for any new development in an urban district. Requires each county to amend or repeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement.

SB2981 aligns with our 2030 Blueprint for Hawaii: An Economic Action Plan, specifically under the policy pillar for Economic Action. This bill promotes housing production and affordability by removing an arbitrary and uniformly applied parking. According to Housing Hawaii's Future, the average cost to build a single parking stall is \$68,000. This cost, when multiplied by a whole lot of stalls, significantly increases the cost to produce housing. This raises the costs for the home purchaser without guaranteeing that this parking infrastructure will be optimized.

Further, the mandated utilization of limited acreage for parking limits the acreage that can be allocated to producing more housing stock. The resultant effect is less housing available for purchase set at higher prices due to limited stock and the cost of constructing parking, raising cost of living in the state. The Chamber believes that maximizing housing stock at lower prices must be prioritized to meet housing demand and keep Hawaii's local workforce from choosing outmigration. Rather than imposing minimums, the Chamber recommends that the decision for parking supply be left to the market demand perceived by developers.

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.

We respectfully ask to pass Senate Bill 2981. Thank you for the opportunity to testify.



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HOUSE COMMITTEE ON HOUSING  
Wednesday - March 18, 2026 - 9:00am

**Hawai'i Bicycling League Supports SB2981, relating to Land Use**

Aloha Chairs, Vice Chairs and Members of this Joint Senate 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 SB2981 to prohibit minimum off-street parking requirements for any new development in an urban district.

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, SB2981 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 SB2981 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

March 18, 2026, 9:00 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 SB2981 — RELATING TO LAND USE

Aloha Chair, Vice Chair and other Committee Members,

The Grassroot Institute of Hawaii **supports** [SB2981](#), which would prohibit off-street parking requirements for any new development in an urban district.

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

Research has shown that parking mandates increase housing costs because the costs of constructing parking garages or spaces and acquiring land for parking are passed on to homebuyers and renters.<sup>1</sup>

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

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<sup>1</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>2</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

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. In that case, construction was delayed as the owners of the lot tried to figure out how to provide more parking.<sup>3</sup>

In Lahaina, owners of historic-zoned buildings destroyed by the 2023 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.<sup>4</sup> Paving more of Lahaina just to provide parking would have made it impossible to recreate its walkable, historic aesthetic.

The Legislature can help address the housing crisis by removing burdensome and unnecessary barriers to growth such as parking mandates. We urge you to pass SB2981.

Thank you for the opportunity to testify.

Ted Kefalas  
Director of Strategic Campaigns  
Grassroot Institute of Hawaii

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

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

March 18, 2026

TO: Chair Evslin and Members of the House Committee on Housing  
RE: Senate Bill 2981, Relating to Land Use

Dear Chairs Evslin and Committee Members,

**We strongly support Senate Bill 2981.** 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 with parking. Through Senate Bill 2981, 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.<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 SB 2981.**

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 figures, see <https://tinyurl.com/mswb7hwr>  
[hawaiisfuture.org](https://hawaiisfuture.org)



[www.AlohaILHawaii.org](http://www.AlohaILHawaii.org)

Mar 18, 2026

#### MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

#### EXECUTIVE DIRECTOR

Roxanne U. Bolden

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The Honorable Luke A. Evslin, Chair  
House Committee on Housing  
The Thirty-Third Legislature  
State Capitol  
State of Hawaii  
Honolulu, Hawaii 96813

**SUBJECT:** SB2981 – Relating to Land Use (Parking Reform and Modernization Act)

Chair and Members of the Committee:

Aloha Independent Living Hawaii (AILH) is a Center for Independent Living (CIL) serving people with disabilities across Hawaii. We submit this testimony **in support with amendments of SB2981, the Parking Reform and Modernization Act.**

SB2981 would prohibit minimum off-street parking requirements for any new development in an urban district starting July 1, 2027, and require each county to amend or repeal conflicting provisions in their charters, ordinances, codes, standards, or procedures by that date. The bill also updates adaptive reuse provisions in section 46-4.7, Hawaii Revised Statutes, to continue allowing exemptions from park dedication requirements where building size and form do not change. The Legislature's findings recognize that pre-set minimum parking requirements raise construction costs, particularly for housing, and encourage excessive car dependence with negative impacts on health and greenhouse gas emissions.

We support the bill's core goal of eliminating blanket parking minimums in urban districts so that parking supply can be tailored to actual community needs, project by project. For many disabled residents, the highest priorities are: being able to afford rent, living near transit and services, and having safe, accessible routes between home, transit, healthcare, and community life. By reducing unnecessary parking construction, SB2981 can help lower



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development costs and support more compact, transit-supportive housing in places where disabled residents can more easily access daily needs.

At the same time, people with disabilities have diverse mobility needs. Some rely on personal vehicles or accessible vans and need accessible parking stalls and safe loading areas; others depend on paratransit, taxis, or ride-hail, which require accessible curb space; still others primarily use transit and need continuous, accessible paths of travel. SB2981 is silent on accessible parking, loading zones, and curb management, and could be misinterpreted as discouraging these critical accessibility features if implementation is not carefully guided.

To ensure that parking reform advances both affordability and accessibility, we respectfully request the following amendments:

1. Add a new subsection clarifying that nothing in this Act shall be construed to preclude or limit requirements for accessible parking stalls, accessible passenger loading zones, or paratransit pick-up and drop-off areas required by federal or state law or local ordinance.
2. Encourage counties, in implementing the elimination of minimum off-street parking in urban districts, to develop policies for accessible curb space, loading zones, and accessible routes between developments and transit, in consultation with disability and independent living organizations.
3. Include intent language in section 1 stating that parking reforms should be implemented in a way that improves, not reduces, mobility and access for disabled residents, including those who rely on personal vehicles as well as those who primarily use public transportation.

With these amendments, SB2981 can modernize parking policy statewide, support more housing in urban areas, and reduce costs, while also ensuring that disabled residents are not left without accessible parking, loading, and safe connections to transit. We believe this balance is essential to achieving



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Scott Suzuki  
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equitable, inclusive land use and transportation policy in Hawaii's urban districts.

Thank you for the opportunity to testify.

Aloha,

Roxanne Bolden

Executive Director



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866-295-7282 | [aarp.org/hi](http://aarp.org/hi) | [hiaarp@aarp.org](mailto:hiaarp@aarp.org) |  
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**The Thirty-Third Legislature  
House Committee on Housing  
Wednesday, March 18, 2026  
Conference Room 430  
9:00 a.m.**

TO: The Honorable Luke Evslin, Chair  
FROM: Keali'i S. López, State Director  
RE: Support for S.B. 2981 Relating to Land Use

Aloha Chair Evslin, 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. 2981**. AARP is a nonprofit, nonpartisan social impact organization dedicated to **empowering people age 50 and older to choose how they live as they age**. Access to **stable, affordable housing** is fundamental to that mission and is essential to ensuring that Hawai'i residents can **age with dignity and remain in their communities**.

S.B. 2981 would prohibit minimum off-street parking requirements for any **new development located in an urban district**, beginning July 1, 2027. The measure would preempt conflicting county laws, ordinances, codes, or standards and require counties to amend or repeal those provisions by that date. Outdated parking mandates often **discourage walkability and the use of multimodal transportation**, while consuming valuable land that could otherwise be used for housing or community-serving purposes.

This measure would help support the production of more affordable housing options statewide. **Minimum parking requirements significantly increase construction costs**, particularly for residential projects, and those costs are **passed on to renters, homebuyers, and small businesses**. By eliminating unnecessary parking mandates, S.B. 2981 modernizes land use policy while still allowing parking decisions to be **tailored to actual community needs and project-specific conditions**, rather than one-size-fits-all requirements.



S.B. 2981 Relating to Land Use  
March 18, 2026  
Page 2

At a time when Hawai'i faces a **severe housing shortage and rising costs of living**, S.B. 2981 represents a **practical and meaningful step forward**. AARP Hawai'i respectfully urges the House Committee on Housing to **pass S.B. 2981**.

Mahalo for your continued leadership.





# 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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Honolulu, Hawai'i 96813

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HolomuaCollaborative.org

**Committee:** House Committee on Housing  
**Bill Number:** SB2981, Relating to Land Use  
**Hearing Date and Time:** March 18, 9:00am, Room 430  
**Re:** Testimony of Holomua Collaborative – Support

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

Mahalo for the opportunity to submit testimony in support of SB2981, Relating to Land Use. 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*.<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.

<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>



SB2981 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 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 SB2981, 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 SB2981.

Sincerely,

Matthew Prellberg  
Policy & Communications Director

**SB-2981**

Submitted on: 3/17/2026 4:37:17 PM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b>   | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|-----------------------|---------------------|---------------------------|------------------------|
| Gladys Quinto Marrone | Nareit Hawaii       | Support                   | Written Testimony Only |

Comments:

Aloha Chair Evslin and members of the Committee,

Nareit Hawaii offers our support of SB2981, a bill that eliminates mandatory parking requirements for new or redevelopment projects within the Transit Oriented Development district. Rather, this measure allows projects the flexibility to account for the specific needs of the community, which can vary depending on access to transit options and walkability. This measure would help reduce the overall costs of producing much-needed housing projects.

Thank you for the opportunity to provide testimony.

**SB-2981**

Submitted on: 3/18/2026 5:52:59 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b>      | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|--------------------------|---------------------------|------------------------|
| Jeffrey Laupola     | Housing Hawai'i's Future | Support                   | Written Testimony Only |

Comments:

Aloha Chair and members,

Mahalo for your leadership representing communities and thank you for convening this important measure. I am testifying in Support of this measure removing parking mandates.

As we all know, the Cost of Living has led to our family and friends leaving our islands and creates a barrier for loved ones moving back home. The number one contributor to Cost of Living is Cost of Housing. Mandatory parking requirements increases the Cost of Housing.

This measure is a big positive step forward to reducing the Cost of Housing for our communities. The negative impact of mandating parking drives the Cost of Housing up and this measure can remove this unnecessary burden for families.

Thank you for the opportunity to provide testimony and for your continued leadership.

Aloha,

Jeff Laupola

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.

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[www.MauiCounty.us](http://www.MauiCounty.us)

March 16, 2026

TO: Honorable Luke A. Evslin, Chair, and  
Members of the House Committee on Housing

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

DATE: Wednesday, March 18, 2026  
9:00 a.m., Conference Room 430

SUBJECT: **TESTIMONY IN SUPPORT OF SB 2981, RELATING TO LAND USE**

Thank you for the opportunity to testify in support of this important measure. The purpose of this measure is to prohibit minimum off-street parking requirements for any new development in an urban district. Requires each county to amend or appeal any charter provision, ordinance, code, standard, or administrative procedure that imposes a minimum off-street parking requirement by 7/1/2027.

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.

Minimum parking mandates often increase construction costs without reflecting transportation requirements or neighborhood conditions. By requiring a fixed number of parking stalls regardless of context. These rules can make housing and mixed-use projects more expensive and less feasible. Those added costs are ultimately passed on to residents and businesses through higher rents and prices.

Allowing parking decisions to be made on a case-by-case basis gives flexibility to developers and communities to better match real demand. This is especially important in urban areas where residents may rely more on walking, biking, and transit, and where land is limited and valuable. Reducing unnecessary parking construction can help support more housing production, more efficient land use, and more vibrant, pedestrian-focused neighborhoods.

March 16, 2026

Page 2

SB 2981 also supports the adaptive reuse and smaller unit types by removing regulatory barriers that can prevent older buildings from being converted into productive housing. By easing these constraints, this bill helps unlock underused buildings for housing, reduces redevelopment costs, shortens project timelines, and limits unnecessary demolition and new construction. This encourages more efficient use of existing infrastructure and expands affordable housing options.

For these reasons, I respectfully urge your support of SB 2981.

Mahalo for the opportunity to submit testimony in support of this measure.

**SB-2981**

Submitted on: 3/16/2026 4:00:17 PM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Alex Gonzalez       | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/16/2026 7:10:39 PM

Testimony for HSG on 3/18/2026 9:00:00 AM

| 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 SB2981**, which prohibits minimum off-street parking requirements for any new development in an urban district and requires counties to amend or repeal conflicting regulations by July 1, 2027. This bill is a bold, necessary step toward untethering housing production from costly, outdated mandates that have distorted our communities for decades.

**Parking mandates make housing more expensive and limit how much housing can be built.** When the government requires a fixed number of parking spaces per unit—regardless of location, transit access, or actual need—it drives up construction costs and consumes land that could otherwise become homes. These requirements are not neutral; they are subsidies for car storage that everyone pays for, whether they drive or not.

**SB2981 applies this reform broadly across all urban districts.** Unlike narrower bills that exempt only certain project types, this legislation removes parking mandates for *any* new development within urban areas. This sends a clear signal: in places already served by infrastructure, transit, and jobs, we will stop forcing developers to build parking that residents may not want or need. The result is more flexibility, more homes, and more efficient use of land.

**The cost of building parking is passed down to homeowners and renters—even if they don't own a car.** Structured parking can cost \$50,000 or more per space to construct. Those costs are folded into rents and sale prices, meaning that families who rely on transit, biking, or walking are effectively subsidizing parking they do not use. SB2981 ends this hidden tax on housing.

**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.

**The 2027 deadline ensures counties act with urgency but not without time.** Counties have two years to review and revise their codes, charters, and ordinances. This is a reasonable

transition period that respects local control while establishing a clear statewide direction. No more studies. No more delays. Just action.

SB2981 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.

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

My name is Dale VanderBrink. I am the 2nd Vice Chair of the Ala Moana Kaka'ako Neighborhood Board. This is my personal testimony.

I am writing this in strong support of SB2981.

SB2981 seeks to prohibit minimum off-street parking requirements for new developments in urban districts.

Urban areas, such as Waikiki, Kaka'ako and Ala Moana, are already serviced by most major bus lanes and will have the rail built through both areas. It makes sense that such areas allow developers the flexibility to build less parking as residents will be able to use public transportation, walk or bike.

With the cost of housing already high, we must find ways to build housing that is cheaper. Building fewer parking lots and building more residential lots would reduce the overall cost of residential units and therefore reduce the cost of housing in a sensible and reasonable way.

Please support SB2981.

Mahalo,  
Dale VanderBrink

**SB-2981**

Submitted on: 3/17/2026 4:44:47 AM

Testimony for HSG on 3/18/2026 9:00:00 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 am writing in strong support of SB 2981, which would eliminate burdensome minimum parking requirements for new development in our urban districts. This bill is a critical, cost-effective tool to address our housing crisis, improve roadway safety, and create more vibrant communities across the state.

The evidence is clear: mandatory parking minimums are a failed policy that directly harms Hawai'i residents. They artificially inflate the cost of housing by tens of thousands of dollars per unit, forcing all residents—whether they own a car or not—to subsidize expensive parking structures. This is a significant and unnecessary barrier to affordability in a state where housing is already out of reach for too many families.

Beyond affordability, this bill promotes safer streets and a cleaner environment. By removing the mandate to build for cars, we encourage development that supports walking, cycling, and public transit. This reduces traffic congestion, cuts down on greenhouse gas emissions, and creates more walkable, people-centered neighborhoods. We can reclaim valuable land from parking lots and use it for housing, local businesses, and public spaces that truly serve our communities.

SB 2981 is not about eliminating parking; it is about restoring local control and market-based decision-making. It rightly allows counties to determine parking needs on a case-by-case basis, rather than imposing a one-size-fits-all mandate from Honolulu that ignores the unique context of each community.

For the sake of our residents who need affordable homes, for the health of our 'āina, and for the future of our communities, I respectfully urge you to pass SB 2981.

Thank you for your consideration.

**SB-2981**

Submitted on: 3/17/2026 6:30:27 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Colleen Medeiros    | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:31:19 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Alfred Hagen        | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:31:58 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Eric Freeh          | Individual          | Support                   | Written Testimony<br>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

**SB-2981**

Submitted on: 3/17/2026 6:32:37 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Monica Jennings     | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I'm writing in support of HB1919 and SB2981. Parking spaces cost money to build, and renters end up paying for it. People who don't drive shouldn't have to pay for parking they don't use. We need more walkable communities. Please vote YES.

**SB-2981**

Submitted on: 3/17/2026 6:33:08 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Alice Rogers        | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Housing should be built for people, not cars. This bill is a step in the right direction. For that reason, I strongly support Hb1919 as well as Sb2981.

**SB-2981**

Submitted on: 3/17/2026 6:33:48 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Duane D Santiago    | Individual          | Support                   | Written Testimony<br>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. Duane

**SB-2981**

Submitted on: 3/17/2026 6:34:19 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Ellen Desruisseaux  | Individual          | Support                   | Written Testimony<br>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. Ellen

**SB-2981**

Submitted on: 3/17/2026 6:34:40 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Melissa Rabideau    | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:35:05 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b>   | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|-----------------------|---------------------|---------------------------|---------------------------|
| John-Michael Kamakahi | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:35:30 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Gregory Friel       | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support SB2981 and HB1919. Developers should be able to build housing that matches the area, not follow a rigid parking checklist. This bill helps.

**SB-2981**

Submitted on: 3/17/2026 6:36:59 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Alexandra Haban     | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:37:25 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Michelle Melendez   | Individual          | Support                   | Written Testimony<br>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

**SB-2981**

Submitted on: 3/17/2026 6:38:44 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b>  | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|----------------------|---------------------|---------------------------|---------------------------|
| Kay Jessica O'Reilly | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Please support SB2981 and HB1919. This is one of the simplest ways to help housing get built faster. Parking should be based on needs not old assumptions. Kay

**SB-2981**

Submitted on: 3/17/2026 6:39:09 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Russell Kuwaye      | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Hawaii doesn't need to pave paradise to put up a parking lot! Let's focus on homes and walkable communities instead. Not everyone has a car, and you should have the option to live where you can walk everywhere instead of a 45 minute commute. Thank you.

**SB-2981**

Submitted on: 3/17/2026 6:39:34 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Jerry Lynch         | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:40:17 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Antoine Khalil      | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:41:04 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Raphaela Che        | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Please pass House Bill 1919 and Senate Bill 2981. Families are struggling enough. We should not keep adding extra building requirements that raise rent. Parking lots raise rents for each resident by hundreds of dollars.

**SB-2981**

Submitted on: 3/17/2026 6:41:41 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Robert Hastings     | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:44:26 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Karl Nakamura       | Individual          | Support                   | Written Testimony<br>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?

**SB-2981**

Submitted on: 3/17/2026 6:45:17 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Priscilla Andrade   | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 6:58:40 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Nolan Chang         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I support HB 1919 and SB 2981. Ending parking minimums will help lower costs in future housing projects. This gives builders flexibility and helps renters.

**SB-2981**

Submitted on: 3/17/2026 6:59:46 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Raymond McConnell   | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Please pass House Bill 1919 and Senate Bill 2981. Families are struggling enough. We should not keep adding extra building requirements that raise rent. Parking lots raise rents for each resident by hundreds of dollars.

**SB-2981**

Submitted on: 3/17/2026 7:00:09 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Richard Hawkins     | Individual          | Support                   | Written Testimony<br>Only |

Comments:

The government in Hawaii should respect private property RIGHTS! A small business shouldn't have to have parking beside it if it doesn't want to, let customers decide if they want to shop there. Lots of Hawaii towns already have a lot of free parking anyway.

**SB-2981**

Submitted on: 3/17/2026 7:01:21 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| GREG BROSSIER       | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 7:02:44 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Vernon Okada        | Individual          | Support                   | Written Testimony<br>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 this bill.

**SB-2981**

Submitted on: 3/17/2026 7:03:10 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Doris Ann Santiago  | Individual          | Support                   | Written Testimony<br>Only |

Comments:

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

**SB-2981**

Submitted on: 3/17/2026 7:03:49 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Audrey Lee          | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support HB 1919 as well as SB 2981. This helps future housing developments focus on serving residents, not meeting arbitrary parking numbers. More flexibility is a good thing. Please pass this measure.

**SB-2981**

Submitted on: 3/17/2026 7:04:24 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Eric Stoddard       | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 7:04:46 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Rayna Marsh         | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 7:05:23 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Elise Lee           | Individual          | Support                   | Written Testimony<br>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 this bill.

**SB-2981**

Submitted on: 3/17/2026 7:09:45 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Tammy Allen         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support sb2981 and hb1919. This measure helps future housing projects use space better. Hawaii has limited land, so we should use it wisely.

**SB-2981**

Submitted on: 3/17/2026 8:04:27 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| James Reid          | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:04:59 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Paul Morse          | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I'm in favor of this bill. It's simple: forcing extra parking increases the cost of housing. We can't afford rules that make things harder for families. Please pass this measure.

**SB-2981**

Submitted on: 3/17/2026 8:09:09 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Wayne Feike         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I'm in strong support of House Bill 1919. This bill is about removing unnecessary requirements that make housing harder. It's a simple fix with real benefits. PASS IT NOW.

**SB-2981**

Submitted on: 3/17/2026 8:10:13 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Martha Morishige    | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I'm in strong support of House Bill 1919. This bill is about removing unnecessary requirements that make housing harder. It's a simple fix with real benefits. PASS IT NOW.

**SB-2981**

Submitted on: 3/17/2026 8:10:37 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Mark James          | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Support HB 1919 / SB 2981. This is a practical bill that removes a major barrier to building more homes. It's not complicated-it just helps. You don't need to make this hard. Let's do it already.i have been a loan officer in Mortgagebanking since 1975 and helped thousands become homeowners.

**SB-2981**

Submitted on: 3/17/2026 8:13:22 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Michele Sorensen    | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Support HB 1919 / SB 2981. This is a practical bill that removes a major barrier to building more homes. It's not complicated-it just helps. You don't need to make this hard. Let's do it already.

**SB-2981**

Submitted on: 3/17/2026 8:13:48 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Joe Schneckenburger | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support H.B. 1919 and S.B. 2981. This bill will make it easier to build housing near jobs and schools. Not everyone can afford a car. I own a car, but not my neighbor. Vote YES.

**SB-2981**

Submitted on: 3/17/2026 8:14:26 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Albert Morgan       | Individual          | Support                   | Written Testimony<br>Only |

Comments:

We all know Hawaii has a housing crisis, so what can we do to fix it?? Cities everywhere in the US have abolished parking minimums, and Hawaii should too. They take up land where housing could be built, and add costs for other projects, even ones that are in places that don't need more parking.

**SB-2981**

Submitted on: 3/17/2026 8:14:55 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Johnny Miro         | Individual          | Support                   | Written Testimony<br>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?

**SB-2981**

Submitted on: 3/17/2026 8:15:36 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Willa Marten        | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support house bill 1919 and senate bill 2981. Forcing parking takes away space that could be used for more homes or even green areas. We need to stop wasting land.

**SB-2981**

Submitted on: 3/17/2026 8:16:43 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| David Owen Myers    | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Please support HB1919 and SB2981. We shouldn't require the same parking in every situation. Different places have different needs. Wailuku is not Upcountry Maui. Every community has different needs. Government doesn't need to make the rules. David

**SB-2981**

Submitted on: 3/17/2026 8:17:19 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Kathy Pelca         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

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

**SB-2981**

Submitted on: 3/17/2026 8:17:43 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Nicholas Zehr       | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I want my kids to be able to stay in Hawaii. Making housing cheaper to build is part of that. Unfortunately, the cost of parking contributes to skyrocketing rents. Please pass this bill.

**SB-2981**

Submitted on: 3/17/2026 8:18:13 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Abhishek Duggal     | Individual          | Support                   | Written Testimony<br>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

**SB-2981**

Submitted on: 3/17/2026 8:18:36 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Randy Stevens       | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I strongly support this bill. Parking minimums make small housing projects nearly impossible. We need starter homes and smaller rentals. Please vote yes.

**SB-2981**

Submitted on: 3/17/2026 8:19:26 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Lance Nash          | Individual          | Support                   | Written Testimony<br>Only |

Comments:

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

**SB-2981**

Submitted on: 3/17/2026 8:20:10 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Mark Monoscalco     | Individual          | Support                   | Written Testimony<br>Only |

Comments:

I'm in favor of this bill. It's simple: forcing extra parking increases the cost of housing. We can't afford rules that make things harder for families. We can't survive here any longer with home prices so high. Please pass this measure.

**SB-2981**

Submitted on: 3/17/2026 8:20:39 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Wilbert Costa       | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:21:05 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Susan Starrett      | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:21:41 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| John Caudell        | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:22:59 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Patti Yasuhara      | Individual          | Support                   | Written Testimony<br>Only |

Comments:

We should have more places where kids can walk to school and parents can walk to work, instead of driving everywhere and polluting the environment. These parking MANDATES make it harder to build this kind of community. Please vote to get rid of them!

**SB-2981**

Submitted on: 3/17/2026 8:24:18 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Tracy Manhan        | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:24:42 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Kevin Kern          | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:25:04 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Douglas Askman      | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Aloha, 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.

**SB-2981**

Submitted on: 3/17/2026 8:25:29 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Aaron Evans         | Individual          | Support                   | Written Testimony<br>Only |

Comments:

Please support sb2981 and hb1919. More parking is not the solution to our housing crisis. Mandatory parking makes building housing harder and more expensive. This bill removes that extra burden.

**SB-2981**

Submitted on: 3/17/2026 8:29:18 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Julius Taraya       | Individual          | Support                   | Written Testimony<br>Only |

Comments:

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

**SB-2981**

Submitted on: 3/17/2026 8:29:47 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Matthew Murphy      | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 8:44:50 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Ben Tamamoto        | Individual          | Support                   | Written Testimony<br>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.

**SB-2981**

Submitted on: 3/17/2026 9:12:32 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Justin Yago         | Individual          | Support                   | Written Testimony Only |

Comments:

My name is Justin Yago, and I live in Honolulu, but i was born and raised in Maui and I went to Maui High School. I am writing to support this bill.

We all feel how high housing costs are, and adding more hurdles only makes it harder for people in my community to afford a place to live.

I live in a rent controlled community now but with familial and social pressures becoming more pressing, I hope to own a home soon to start a family. Lower construction costs would allow for more options for me to do so.

Please pass this bill. Thank you for the opportunity to submit testimony.

**COUNTY COUNCIL**

Mel Rapozo, Chair  
KipuKai Kualii, Vice Chair  
Addison Bulosan  
Bernard P. Carvalho, Jr.  
Felicia Cowden  
Fern Holland  
Arryl Kaneshiro



**OFFICE OF THE COUNTY CLERK**

Jade K. Fountain-Tanigawa, County Clerk  
Lyndon M. Yoshioka, Deputy County Clerk

Telephone: (808) 241-4188  
Facsimile: (808) 241-6349  
Email: cokcouncil@kauai.gov

**Council Services Division**  
4396 Rice Street, Suite 209  
Lihu'e, Kauai, Hawaii 96766

March 17, 2026

**TESTIMONY OF ADDISON BULOSAN  
COUNCILMEMBER, KAUAI COUNTY COUNCIL  
ON  
SB 2981, RELATING TO LAND USE  
House Committee on Housing  
Wednesday, March 18, 2026  
9:00 a.m.  
Conference Room 430  
Via Videoconference**

Dear Chair Evslin and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of SB 2981, Relating to Land Use. My testimony is submitted in my individual capacity as a member of the Kauai County Council.

SB 2981, which prohibits minimum off-street parking requirements for any new development in an urban district, is a thoughtful approach to increasing parking flexibility in developments, promoting alternative transit options, and lowering the cost of rent and home sales prices. By allowing parking decisions to be made on a case-by-case basis rather than through a uniform approach, community input can be considered by developers so that parking supply more accurately matches actual demand. As a result of less excess parking, this measure supports increased housing production, better land use decisions, and more pedestrian-friendly urban areas.

Thank you again for this opportunity to provide testimony in support of SB 2981. 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, Kauai County Council

RM:sf

**SB-2981**

Submitted on: 3/17/2026 11:30:54 AM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Kalena Kimura       | Individual          | Support                   | Written Testimony Only |

Comments:

My name is Kalena Kimura and I live in Kaimuki. I went to Kalani High School. I am writing to support this bill.

I have been trying to stay in Hawaii for as long as I can but it's been hard to see a future. My sister had to move to the mainland because cost of living is so high and our parents could no longer house us. Sometimes parking is the reason young people can't afford to stay here. Each parking stall in a new build that isn't used costs everyone A LOT of money.

Please pass this bill. Thank you for the opportunity to submit testimony

**SB-2981**

Submitted on: 3/17/2026 1:37:59 PM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Stephenie Blakemore | Individual          | Support                   | Written Testimony Only |

Comments:

I support SB2981. This bill gives housing projects more freedom to design what makes sense. Not every project needs the same parking amount. Residents need choices that recognize multi-generational living options, which impacts the number of vehicles per household. Additionally some rental situations, particularly in well planned urban (not suburban) areas require less parking because tenants might be using mass transit or bicycles, ride shares etc. to address their transportation needs. Community input for each and every situation is vital and should be part of the bill as well.

Thank you.

**SB-2981**

Submitted on: 3/17/2026 2:12:34 PM

Testimony for HSG on 3/18/2026 9:00:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Blair Suzuki        | Individual          | Support                   | Written Testimony Only |

Comments:

I am writing in full support of SB2981. Outdated parking mandates have added to the cost of housing here on our islands. With our State suffering a housing crisis and more and more families leaving each year, we must look at new solutions to reduce the costs of building housing for our residents. Please support this legislation and help reduce the cost of housing. Mahalo, Blair Suzuki