

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



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

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LAND
STATE PARKS

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

**Before the House Committee on
WATER & LAND**

**Tuesday, February 17, 2026
9:00 AM
State Capitol, Conference Room 411**

**In consideration of
HOUSE BILL 1919 HOUSE DRAFT 1
RELATING TO DEVELOPMENT STANDARDS.**

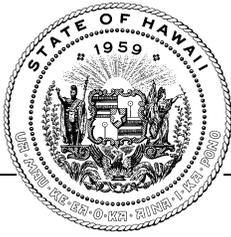
House Bill 1919, House Draft 1 prohibits counties from imposing minimum parking mandates for certain developments beginning 7/1/2027. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

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

Parking mandates subsidize the cost of parking by providing an excess of free and low-cost parking spaces which incentivizes drivers to take more trips by car. This drives sprawling development that is unsafe for walking and biking. Car-centric development also contributes to climate change and exacerbates impacts such as urban heat island effects and flooding and run off from intensifying weather events.

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

Mahalo for the opportunity to comment on this measure.



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

JOSH GREEN, M.D.
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SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
HOUSE COMMITTEE ON WATER & LAND

Tuesday, February 17, 2026
9:00 AM
State Capitol, Conference Room 411

in consideration of
HB 1919, HD 1
RELATING TO DEVELOPMENT STANDARDS.

Chair Hashem, Vice Chair Morikawa, and Members of the House Committee on Water & Land.

The Office of Planning and Sustainable Development (OPSD) **supports** HB1919, HD 1 which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement program area.

Removing parking minimums removes financial, infrastructure and land barriers in transit-oriented development areas should agencies and developers see parking requirements as a hinderance to housing production or other projects. This measure may encourage those living within half mile of the transit stations to commute using public transit and reduce the demand and cost for vehicle ownership.

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

Thank you for the opportunity to testify on this measure.

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

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REGINA MALEPEAI
2ND DEPUTY DIRECTOR
HOPE PO'O KUALUA

TESTIMONY OF THE DEPARTMENT OF PLANNING AND PERMITTING

BEFORE THE HOUSE COMMITTEE ON WATER & LAND
February 17, 2026
Conference Room 411

TO: The Honorable Mark J. Hashem, Chair, The Honorable Dee Morikawa, Vice Chair, and Members of the House Committee on Water & Land

RE: COMMENTS ON HOUSE BILL NO. 1919, HD 1, RELATING TO DEVELOPMENT STANDARDS

The Department of Planning and Permitting (DPP) **offers comments** on House Bill No. 1919, HD 1, which prohibits counties from imposing minimum parking mandates for certain developments.

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

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

The Honorable Mark J. Hashem, Chair
The Honorable Dee Morikawa, Vice Chair
and Members of the House Committee on Water & Land
Hawai'i House of Representatives
House Bill No. 1919, HD 1
February 17, 2026
Page 2

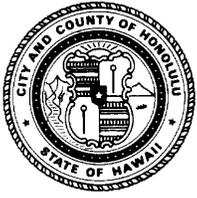
We believe that we have reformed and modernized parking in a way that is best for our communities, and we encourage the other counties to do the same.

Thank you for the opportunity to testify.

Very truly yours,



Dawn Takeuchi Apuna
Director



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MATT WEYER
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February 13, 2026

House Committee on Water and Land
Representative Mark Hashem, Chair
Representative Dee Morikawa, Vice Chair

RE: Testimony in Support of HB1919 HD1

Chair Hashem, Vice Chair Morikawa, and Committee Members,

I write in **support** of HB1919 HD1, relating to development standards, which would reform off-street parking mandates for certain developments.

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

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

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

Respectfully,

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

Matt Weyer
Councilmember, District 2
Honolulu City Council

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
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February 14, 2026

TO: Honorable Mark J. Hashem, Chair, and
Members of the House Committee on Water and Land

FROM: Nohelani U'u-Hodgins
Councilmember

DATE: Tuesday, February 17, 2026
9:00 a.m., Conference Room 411

SUBJECT: **TESTIMONY IN SUPPORT OF HB 1919, HD1, RELATING TO
DEVELOPMENT STANDARDS**

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

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

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

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

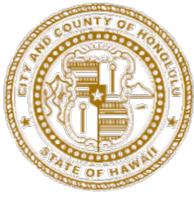
This is particularly important for developments where households own fewer vehicles, such as senior housing, student housing, housing for persons with disabilities, or in areas close to public transportation.

February 14, 2026

Page 2

HB 1919, HD1 can reduce unnecessary construction expenses, improve project feasibility, and support the production of more homes that people can afford to live in. Providing this discretion does not eliminate parking where it is needed, but it helps ensure that parking better matches community needs.

Thank you for your consideration.



HONOLULU CITY COUNCIL
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Tuesday, February 17, 2026

House Committee on Water & Land
Tuesday, February 17, 2026 at 9:00 AM
HB 1919 HD1 Testimony in Support

Chair Hashem, Vice Chair Morikawa & Members of the House Committee on Water & Land:

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

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

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

Mahalo for the opportunity to submit supportive testimony for HB1919 HD1.

Aloha,

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

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

HB-1919-HD-1

Submitted on: 2/16/2026 9:57:14 PM

Testimony for WAL on 2/17/2026 9:00:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|-----------------------------|---------------------|---------------------------|------------------------|
| Councilmember Tamara Paltin | Individual | Oppose | Written Testimony Only |

Comments:

Aloha e Chair and members,

My name is Tamara Paltin and I am writing in strong opposition to HB1919 HD1. Since the August 8, 2023 wildfires I have gone to dozens of community meetings where residents express concern about the safety of their neighborhoods and the loss of human life due to on street parking that blocks emergency access. It is critical that we keep enough roadway open that fire engines can enter neighborhoods at the same time residents flee or people will die as has already happened during the August 8, 2023 wildfires. As bigger and bigger homes are allowed and rooms are rented out and each room may have one or more vehicles, these cars are parked in the street, there is abysmal county enforcement and many neighborhoods have people parking on both sides of substandard roads essentially creating one lane roads in and out which become death traps during disaster. Even after the August 8 fires, in one of the still existing neighborhoods in Lahaina fire engines could not make it into the neighborhood and they had to approach the fire from the street above. I know that we are in a housing crisis but please do not supersede county parking requirements that are meant to keep our residents safer and allow for the free flow of traffic out and first responders in, human safety must come first.

Mahalo for your ;ervice to our communities and the opportunity to provide testimony on this critical issue of safety.

Tamara Paltin - Councilmember West Maui

C. Kimo Alameda Ph.D.
Mayor

William V. Brillhante, Jr.
Managing Director



Zachary D. Bergum
Mass Transit Administrator

County of Hawai'i Mass Transit Agency

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Testimony of
Zachary Bergum
Mass Transit Administrator, County of Hawai'i

Before the House Committee on
Water and Land
Rep. Mark J. Hashem, Chair
Rep. Dee Morikawa, Vice Chair

Tuesday, February 17, 2026, 9:00 a.m.
State Capitol Conference Room 411 & Videoconference

In consideration of
House Bill 1919
Relating to the Development Standards

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

Thank you for the opportunity to submit testimony in support of HB1919, Relating to Development Standards, which prohibits minimum parking mandates for certain developments. This measure represents an important step toward providing counties and transportation agencies with the flexibility necessary to plan and operate a modern, multimodal transportation system that meets Hawai'i's evolving needs.

Off-street parking minimums are set regardless of context, demand, or existing infrastructure. From a transportation planning perspective, these requirements often undermine investments in public transportation by dispersing land uses, increasing trip distances, and limiting the feasibility of frequent and efficient transit service. By reducing or eliminating minimums, this bill allows planners and local governments to better align land use decisions with transit availability, walkability, and community-specific mobility goals.

Greater flexibility in parking requirements also supports the integration of multimodal transportation options, including bus service, bike share, micromobility, and first- and last-mile connections. Developments that are not overburdened by parking mandates are better positioned to incorporate transit amenities such as bus shelters, improved sidewalks, secure bicycle parking, and shared mobility hubs. These features directly enhance transit ridership, system efficiency, and overall accessibility - particularly for residents who do not drive, choose not to own a vehicle, or rely on transit as their primary means of transportation.

Importantly, this bill does not eliminate parking where it is needed; rather, it restores discretion to determine appropriate parking levels based on actual conditions and transportation options. This flexibility enables more efficient use of limited land, reduces development costs that are often passed on to residents, and allows transportation agencies to plan services that reflect real travel behavior.

Thank you for the opportunity to submit testimony.

Testimony of

Ms. Janel Fujinaka
Resident / At-Large Board Member
Makiki Neighborhood Board

Before the House Committee on Water and Land

February 17, 2026, 9:00 AM
State Capitol, Conference Room 411, and Via Videoconference

In consideration
of HOUSE BILL 1919

RELATING TO DEVELOPMENT STANDARDS.

February 11, 2026

Aloha Chair Mark J. Hashem, Vice-Chair Dee Morikawa, and Committee Members,

As a resident of Makiki and an at-large member of the Makiki Neighborhood Board, I write today in my capacity as a private citizen to respectfully and strongly oppose HB1919. Its blanket prohibition on minimum parking requirements and rigid caps risks undermining community needs, neighborhood livability, and local context, outcomes that are not supported by current evidence.

1. Parking Needs Are Hyperlocal

Data from the City & County of Honolulu's **Transportation Demand Management reports** including the [TDM Plan Final 2021](#) and , as well as research from the [Curb Institute \(July 2024\)](#), demonstrate that parking demand is highly variable by location:

- Urban core areas of Honolulu often have **underutilized off-street parking and vacant spaces during peak periods.**
- Residential neighborhoods outside the core, including **Makiki, Tantalus, Punchbowl, and Papakōlea**, face **high competition for on-street parking**, prompting the city to implement **residential permit parking programs.**

These findings confirm that **parking needs are context-specific** and cannot be effectively addressed with rigid, statewide caps.

2. Local, Demand-Responsive Tools Are Essential

Best practices in parking management emphasize **flexible, data-driven strategies**, including:

- Residential parking permit districts to manage local street demand
- Curb pricing and dynamic pricing models that adjust rates based on occupancy
- Targeted reductions in parking requirements near high-capacity transit hubs

For example, San Francisco's SFpark program adjusted on-street parking prices by block based on real-time demand, achieving target occupancy rates and reducing parking-cruising by nearly **50%**, improving traffic flow and reducing congestion. ([SFpark Overview](#))

Nationally, cities including **Seattle, Austin, Denver, Boulder, Minneapolis, and Bend** have experimented with reducing or eliminating parking minimums. While these reforms have sometimes supported **increased housing production**, they also reveal community concerns about insufficient parking and competition for on-street spaces, particularly in neighborhoods with high vehicle ownership. ([Civil Beat Reporting on Honolulu](#), [Curb Institute](#))

These experiences reinforce the principle that **parking policy should be locally managed and context-sensitive**, rather than imposed through rigid, one-size-fits-all statewide mandates.

3. Lessons from Other States

Austin, Texas: Eliminated parking minimums citywide. While this was intended to reduce housing costs, residents expressed concerns that car-dependent neighborhoods would experience increased street parking pressures. ([Texas Tribune](#))

Denver, Colorado: Removed parking minimums in certain districts, but local feedback stressed that state-level mandates preempt local flexibility, highlighting the importance of tailoring policy to neighborhood needs. ([Better Cities Institute](#))

Small municipalities like **Port Townsend, WA**, and **Charlottesville, VA**, have successfully tailored parking reforms to local demand, demonstrating that community input and local data produce better outcomes than blanket rules. ([24-7 Press Release](#))

These examples show that **one-size-fits-all parking policies often fail to serve residents and visitors effectively**, especially in neighborhoods with unique density, street layouts, and transit access.

4. Impacts of Rigid Parking Caps on Honolulu

If HB1919 is enacted:

- Neighborhoods with high car dependence, like Makiki and Punchbowl, may face **severe on-street parking shortages**.
- Residents, visitors, and families with multiple vehicles may compete for limited spaces, increasing congestion and safety risks.
- Enforcement burdens on the city would rise, diverting resources from other priorities.

In contrast, **flexible, locally managed policies** informed by neighborhood-level data, such as permit districts, dynamic pricing, and context-based reductions near transit, provide more effective solutions without unintended negative consequences.

5. Conclusion and Recommendation

HB1919's rigid statewide parking caps do not reflect **hyperlocal parking demand**, ignore proven best practices for **flexible, demand-responsive management**, and risk negative impacts on **community safety, accessibility, and livability**.

I respectfully urge the Legislature and this Committee to **oppose HB1919** and instead adopt **parking policies that**:

1. Are **data-driven and responsive to local conditions**
2. Include **demand-responsive tools** like residential permits, curbside pricing, and transit-adjacent flexibility
3. Allow **counties and neighborhoods to manage parking supply based on demonstrated community need**

For these reasons, I urge the Legislature and this committee to **reject HB1919 in its current form** and instead pursue targeted parking reforms informed by demand analysis and coordinated with comprehensive transportation planning.

Mahalo for allowing me to submit testimony today.

Ms. Janel S. Fujinaka,
Makiki Resident / Makiki Neighborhood Board At-Large Member

References:

- [TDM Plan Final 2021](#)
- [TDM Existing Conditions Report 2021](#)
- [Curb Institute: Parking Minimum Reform Insights, July 2024](#)
- [Civil Beat: Honolulu Parking Reform Reporting](#)
- [SFpark Program Overview](#)
- [Austin, TX Parking Minimums, Texas Tribune](#)
- [Denver Study on Parking Minimums, Better Cities Institute](#)
- [Small Town Parking Reforms, 24-7 Press Release](#)



Testimony in Support for HB1919 - Relating to Development Standards
Committee on Water & Land (WAL)
Tuesday, February 17, 2026 at 9:00AM

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

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

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

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

² Ibid.

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

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

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

In summary, HB1919 represents a common-sense reform that will help reduce the cost of housing and allow communities and developers to respond to actual needs rather than the outdated, one-size-fits-all approach of parking mandates.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

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



holomua

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OUR MISSION

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

OUR VISION

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

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Page 1 of 2

Committee: House Committee on Water and Land
Bill Number: HB1919 HD1, Relating to Development Standards
Hearing Date and Time: February 17, 9:00am, Room 411
Re: Testimony of Holomua Collaborative – Support

Aloha Chair Hashem, Vice Chair Morikawa, and members of the committee:

Mahalo for the opportunity to submit testimony in support of HB 1919 HD1, Relating to Development Standards. This bill would prohibit counties imposing minimum off-street parking requirements for any new development in an urban district

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

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

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

HB 1919 HD1 addresses a critical, yet often overlooked, driver of these high housing costs: outdated government mandates that require a fixed number of parking stalls for every new home. While these requirements were originally intended to manage street congestion, they have evolved into a significant financial barrier that makes housing development prohibitively expensive. In Hawai'i, the cost of constructing a single

¹ U.S. Census Bureau, Population Division Estimates, released January 2026; and calculations by the Hawai'i State Department of Business, Economic Development & Tourism, Hawai'i State Data Center.

https://files.hawaii.gov/dbedt/census/popestimate/2025/state-pop/2025_daily_est_state.pdf

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

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

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

By passing HB 1919 HD1, we can take a tangible step toward reducing the cost of housing production and making the dream of homeownership more attainable for the 75 percent of local workers who are currently questioning their future in Hawai'i. We must prioritize people over pavement if we hope to stem the tide of residents leaving for the mainland.

I urge you to support HB 1919 HD1.

Sincerely,

Matthew Prellberg
Policy & Communications Director

February 17, 2026

The Honorable Mark J. Hashem, Chair

House Committee on Water & Land
State Capitol, Conference Room 411 & Videoconference

RE: House Bill 1919, HD1, Relating to Housing

HEARING: Tuesday, February 17, 2026, at 9:00 a.m.

Aloha Chair Hashem, Vice Chair Morikawa, and Members of the Committee:

My name is Lyndsey Garcia, Director of Advocacy, testifying on behalf of the Hawai'i Association of REALTORS® ("HAR"), the voice of real estate in Hawaii and its over 10,000 members. HAR **supports** House Bill 1919, HD1, which beginning 7/1/2027, prohibits counties from imposing minimum parking mandates for certain developments. Effective 7/1/3000.

A study by Hawai'i Appleseed found that providing parking can increase the cost of a single affordable rental unit by over \$55,000, and up to \$77,000 for market-rate, for-sale units.¹ Instead of requiring minimum parking, this measure allows projects the flexibility to account for the specific needs of the community, which can vary based on factors like walkability and access to transit or other transportation options. As such, this measure can help to reduce overall costs for much needed housing projects while still allowing developers to build parking they find fits the needs and demands of the consumer.

Mahalo for the opportunity to provide testimony on this measure.

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



Email: communications@ulupono.com

HOUSE COMMITTEE ON WATER AND LAND
Tuesday, February 17, 2026 — 9:00 a.m.

Ulupono Initiative supports HB 1919 HD1, Relating to Development Standards.

Dear Chair Hashem and Members of the Committee:

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

Ulupono supports HB 1919 HD1, which prohibits counties from imposing minimum parking mandates for certain developments.

Land Use

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

Costs

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

Investing in a Sustainable Hawai'i

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

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

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President of Government Affairs

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

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

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



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

February 17, 2026

House Committee on Water & Land
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for HB 1919 HD1 - RELATING TO DEVELOPMENT STANDARDS

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

On behalf of Hawai'i YIMBY, we are writing in **strong support of HB 1919 HD1**.

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

HB 1919 HD1 asks us to choose people over parking. Instead of forcing builders to meet arbitrary parking minimums, this bill **allows parking to be right-sized** based on actual needs. The money saved by eliminating unnecessary parking can be used to lower rents, reduce purchase prices, or build additional homes. In many cases, the land currently reserved for excess parking could be used to create more housing units, helping to address the shortage directly.

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



Hawai'i YIMBY
Honolulu, HI 96814
hawaiiyimby.org
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By allowing flexibility, HB 1919 HD1 supports affordable housing, smaller homes, adaptive reuse of existing buildings, and mixed-use development. These are exactly the kinds of projects Hawai'i needs to house local families, seniors, and workers. Requiring excessive parking only makes these projects harder and more expensive to build.

HB 1919 HD1 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





ADDRESS
3442 Wai'ālae Ave., Suite 1
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PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON WATER & LAND
Tuesday - February 17, 2026 - 9:00am

Hawai'i Bicycling League Supports HB 1919, HD1, relating to Development Standards

Aloha Chair Hashem, Vice Chair Morikawa, and members of the Committee,

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

HBL supports HB 1919, HD1 to prohibit the counties from imposing minimum parking mandates for certain developments and to be known as the "Parking Reform and Modernization Act."

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

At HBL, we see opportunities to de-prioritize private cars and parking to create opportunities for safer streets and more affordable housing for all. In this light, HB 1919, HD1 will provide for essential flexibility to increase housing options and decrease housing costs. There is also an opportunity for parking reform to elevate public policy discussion around issues like increasing secure off-street bicycle parking, expanding bike share initiatives, and enhancing Complete Streets statutes and policies. These linkages demonstrate a better way to consider land use policies, in ways that provide affordable and safer options for housing and transportation.

I urge you to pass HB 1919, HD1 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



1001 Bishop Street #625 | Honolulu, HI 96813
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**The Thirty-Third State Legislature
House Committee on Water & Land
Tuesday, February 17, 2026
Conference Room 411
9:00 a.m.**

TO: The Honorable Mark J. Hashem, Chair
FROM: Keali'i S. López, State Director
RE: Support for H.B. 1919, HD 1 Relating to Development Standards

Aloha Chair Hashem 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 135,000 members statewide, thank you for the opportunity to testify in **support of H.B. 1919, HD1**. AARP is a nonprofit, nonpartisan, social impact organization dedicated to **empowering people fifty and older to choose how they live as they age**. Access to stable, affordable housing is fundamental to that mission, and it is essential to ensuring that Hawai'i residents can **age with dignity and remain in their communities**.

AARP supports H.B. 1919, HD1, which **prohibits counties from imposing minimum parking mandates for certain developments**. The bill is grounded in a legislative finding that minimum parking mandates "**needlessly drive up the cost of housing,**" including the finding that an average parking stall in Honolulu costs approximately \$68,000 **a cost that is ultimately absorbed by renters and homebuyers**. Supporting the bill aligns with these stated findings.

This measure provides support for more affordable housing options. Minimum parking requirements significantly increase construction costs, and those **costs are ultimately passed on to renters and homebuyers**. It does not eliminate parking requirements across the board. Instead, it **narrowly applies prohibitions** and caps to enumerated residential, commercial, and community-serving uses identified in the bill text. The bill explicitly states that it does not limit or preclude accessible parking requirements required under federal or other applicable law, **ensuring continued compliance with disability access standards**.

H.B. 1919, HD1 reflects the Legislature's conclusion that parking needs should be determined on a **project-specific, case-by-case basis** by permit applicants, rather than through rigid, predetermined minimums.

AARP Hawai'i respectfully urges the House Committee on Water & Land to pass H.B. 1919, HD1 to **advance housing affordability and support Hawai'i residents as they age in place**.

February 17, 2026

TO: Chair Hashem and Members of the House Committee on Water & Land
RE: HB 1919 HD1, Relating to Development Standards

Dear Chair Hashem and Committee Members,

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

We strongly support House Bill 1919 HD1. If builders need to build parking to meet community needs, they build it. If a homeowner or renter needs parking, they look for housing opportunities that provide parking. With House Bill 1919, we remove waste—and added cost—from this naturally-occurring dynamic.

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

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

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

Removing arbitrary minimums lets builders meet real demand rather than paying to store vehicles people may not own or use. Local governments, project applicants, and neighborhoods retain the ability to propose, negotiate, and supply parking in ways that match actual community needs. **Let's advance HB1919 HD1.**

Thank you,



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



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

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Water and Land

February 17, 2026 at 9:00AM

Conference Room 411

HB 1919 HD 1

Relating to Development Standards

Dear Chair Hashem, Vice Chair Morikawa, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 1919 HD 1**, which would prohibit counties from imposing minimum parking mandates for certain developments.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.¹ Prohibiting counties from imposing minimum parking mandates for certain developments can help reduce housing costs for residents, increase transportation choices, reduce transportation emissions and traffic congestion, and improve resident quality of life.

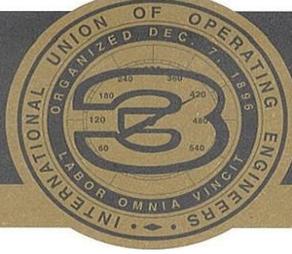
Optimizing parking supply, coupled with encouraging density and mixed land use in strategic areas and enabling and providing multiple modes of active and shared transportation can improve livability of neighborhoods and reduce the cost of living for residents. Excessive parking on the other hand, reduces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

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

¹ https://oahumpo.org/?wpfb_dl=2215

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

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



February 15, 2026

Honorable, Mark J. Hashem, House Committee on Water and Land, Chair
Honorable, Dee Morikawa, House Committee on Water and Land, Vice Chair
Honorable Members of the House Committee on Water and Land

RE: TESTIMONY IN SUPPORT OF HB1919, RELATING TO DEVELOPMENT STANDARDS

Chair Hashem,

My name is Ana Tuiasosopo, and I am a Trustee and District Representative for the International Union of Operating Engineers (IUOE) Local 3, representing heavy equipment operators, mechanics, surveyors, and other skilled tradespeople in Hawai'i's construction industry. I submit our SUPPORT for HB1919.

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

The result is higher housing costs for residents. Excessive parking requirements can significantly increase development costs by between \$70,000 and \$100,000 per stall. These costs are typically passed on to residents or tenants through higher rents or sales prices.

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

Residents are best positioned to determine how much parking they need. Allowing parking levels to better reflect actual demand can reduce unnecessary construction expenses, improve project feasibility, and support the production of more homes people can actually afford to live in.

Providing this discretion does not eliminate parking where it is needed. Rather, it helps ensure that parking better matches community needs while decreasing the cost of construction.

Sincerely,

Ana Tuiasosopo
District Representative, Trustee

Feb. 17, 2026, 9 a.m.
Hawaii State Capitol
Conference Room 411 and Videoconference

To: House Committee on Water and Land
Rep. Mark Hashem, Chair
Rep. Dee Morikawa, Vice Chair

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

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

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **supports** [HB1919 HD1](#), which would prohibit the counties from imposing minimum-parking mandates on a variety of projects, including accessory dwelling units, affordable housing, residences smaller than 1,200 square feet, senior housing and child care facilities. It would also limit the counties from requiring more than 0.5 stalls per residential dwelling unit and one stall per 1,000 square feet of gross commercial floor area.

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

Research has shown that imposing parking mandates increases housing costs. Construction costs for parking garages or spaces, as well as the cost of acquiring land for parking, are passed to homebuyers and renters.¹ Cities that have reduced or eliminated required parking see less parking built, which frees up land for new and expanded homes and businesses.²

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

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

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

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

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

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

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

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

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

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



**HAWAII STATE HOUSE OF REPRESENTATIVES
COMMITTEE ON WATER & LAND
Conference Room 411
State Capitol
9:00 AM**

February 17, 2026

Subject: HB 1919 - RELATING TO DEVELOPMENT STANDARDS

Chair Hashem, Vice-Chair Morikawa, and members of the Committee:

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

BIA-Hawaii is in support of HB 1919, which would, beginning July 1, 2027, prohibit counties from imposing minimum parking mandates for certain developments, including affordable housing projects, accessory dwelling units, senior housing, housing for persons with disabilities, and other community-serving facilities.

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

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

HB-1919-HD-1

Submitted on: 2/11/2026 6:22:42 PM

Testimony for WAL on 2/17/2026 9:00:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Jonathan Huynh | Individual | Support | Written Testimony Only |

Comments:

Aloha. I support this legislation because it prohibits counties from requiring excessive parking, the costs of which are passed to the resident, in the case of a residence, or consumer, in the case of a shop. This is a step in the right direction that will address the cost of living. Mahalo.

HB-1919-HD-1

Submitted on: 2/12/2026 12:38:24 AM

Testimony for WAL on 2/17/2026 9:00:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

1919 HB RELATING TO DEVELOPMENT STANDARDS.

HB-1919-HD-1

Submitted on: 2/13/2026 1:59:00 PM

Testimony for WAL on 2/17/2026 9:00:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|------------------------|
| Michelle K. | Individual | Support | Written Testimony Only |

Comments:

Aloha Committee Members,

I STRONGLY SUPPORT passing this bill into law. Currently, I am paying for two parking spaces that come with my unit. Unfortunately, I don't have a car and the location makes it difficult to rent out to others. There is no need for building more parking in the future when people should rely on green transportation such as taking the bus, bicycling, and walking to places. Please make it difficult for more parking to be built. We don't want more cars in our community when space is already limited. Thank you for your consideration!

Sincerely,
Michelle

HB-1919-HD-1

Submitted on: 2/13/2026 5:00:46 PM

Testimony for WAL on 2/17/2026 9:00:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Jacob Wiencek | Individual | Support | Written Testimony Only |

Comments:

Aloha Committee Members,

I am glad to see this proposal continue to work its way through the legislative process. Parking mandates drive up costs and worsen our affordability crisis for working- and middle-class families. Let's end them once and for all. I **STRONGLY** urge the committee to continue **SUPPORTING** this bill!