

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

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

**SYLVIA LUKE**  
LT. GOVERNOR

**MARY ALICE EVANS**  
DIRECTOR

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

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

Statement of  
**MARY ALICE EVANS, Director**

before the  
**HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS**

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

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

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

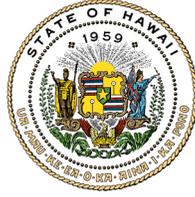
The Office of Planning and Sustainable Development (OPSD) **supports** HB1919, HD 2, which prohibits minimum off-street parking requirements for any new development or redevelopment projects located within a transit-oriented development infrastructure improvement program area. Removing parking minimums removes financial, infrastructure and land barriers in transit-oriented development areas should agencies and developers see parking requirements as a hinderance to housing production or other projects. This measure may encourage those living within half mile of the transit stations to commute using public transit and reduce the demand and cost for vehicle ownership.

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

Thank you for the opportunity to testify on this measure.

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

SYLVIA LUKE  
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



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

P.O. BOX 621  
HONOLULU, HAWAII 96809

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

RYAN K.P. KANAKA'OLE  
FIRST DEPUTY

CIARA W.K. KAHAHANE  
DEPUTY DIRECTOR - WATER

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

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

**Before the House Committee on  
JUDICIARY & HAWAIIAN AFFAIRS**

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

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

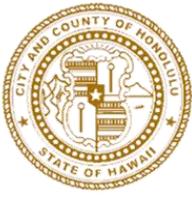
House Bill 1919, House Draft 2 prohibits counties from imposing minimum parking mandates for certain developments beginning 7/1/2027. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

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

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

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

Mahalo for the opportunity to comment on this measure.



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

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

Thursday, February 26, 2026

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

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

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

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

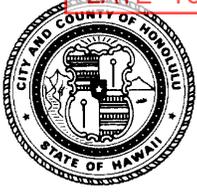
Eliminating parking mandates in these areas promotes more efficient land use and helps lower overall development costs, which can support the creation of more affordable housing units. Similar policies have already been implemented in Honolulu, where parking requirements have been lifted for projects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

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

Aloha,

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

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



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

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

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

February 26, 2026

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

**RE:** Testimony in Support of HB1919 HD2

Chair Tarnas, Vice Chair Poepoe, and Committee Members,

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

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

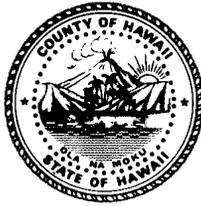
Residents themselves are best positioned to determine how much parking they truly need. Letting parking supply reflect actual demand can reduce unnecessary construction costs, improve project feasibility, and help produce housing that more people can actually afford. Providing this flexibility does not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

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

Respectfully,

Matt Weyer  
Councilmember, District 2  
Honolulu City Council

**Jennifer Kagiwada**  
Council Member District 2 South Hilo



Office: (808) 961-8272  
jennifer.kagiwada@hawaiicounty.gov

## HAWAI'I COUNTY COUNCIL - DISTRICT 2

25 Aupuni Street • Hilo, Hawai'i 96720

DATE: February 25, 2026  
TO: House Committee on Judiciary & Hawaiian Affairs  
FROM: Jennifer Kagiwada, Council Member  
Council District 2  
SUBJECT: HB1919

Aloha Chair Tarnas, Vice Chair Poepoe, and esteemed Committee Members,

I am writing in **support** of HB 1919. We can all agree that despite all the work being done to create new housing opportunities we are still in an affordable housing deficit. This bill allows for more flexibility and authority to our Counties for creative solutions regarding parking requirements for certain developments, including affordable housing projects. The more we can look at solutions in collaboration with public transportation and lower construction costs by not mandating parking when and where it may not be needed, the more we can actually build housing in areas where it is needed at prices that people can afford. More affordable housing is badly needed to address workforce housing concerns within Hawai'i County, and the most logical places to situate these units would be needlessly impacted by outdated mandates around parking minimums. I am in support of providing additional flexibility to our Counties to address their unique infrastructure and parking needs in the pursuit of affordable housing for their communities by eliminating mandatory parking minimums.

Mahalo,

A handwritten signature in black ink, appearing to read "Jenn Kagiwada".

Jenn Kagiwada



# 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.

---

## BOARD MEMBERS

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

## ADVISORY COMMITTEE

Josh Feldman  
Brittany Heyd  
Alicia Moy  
Ed Schultz

Josh Wisch  
*President & Executive Director*

---

827 Fort Street Mall, 2<sup>nd</sup> Floor  
Honolulu, Hawai'i 96813

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

HolomuaCollaborative.org

---

Page 1 of 2

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

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

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

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

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

---

<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>

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

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

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

I urge you to support HB1919 HD2.

Sincerely,

Matthew Prellberg  
Policy & Communications Director

February 26, 2026

**The Honorable David A. Tarnas, Chair**

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

**RE: House Bill 1919, HD2, Relating to Housing**

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

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

My name is Lyndsey Garcia, Director of Advocacy, testifying on behalf of the Hawai'i Association of REALTORS® ("HAR"), the voice of real estate in Hawaii and its over 10,000 members. HAR **supports** House Bill 1919, HD2, which beginning 7/1/2027, prohibits counties from imposing minimum parking mandates for certain developments. Effective 7/1/3000.

A study by Hawai'i Appleseed found that providing parking can increase the cost of a single affordable rental unit by over \$55,000, and up to \$77,000 for market-rate, for-sale units.<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.

---

<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>



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

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

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

Dear Chair Tarnas and Members of the Committee:

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

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

**Land Use**

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

**Costs**

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

*Investing in a Sustainable Hawai'i*

bedroom house or condo purchase in Honolulu.<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

---

<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.



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Judiciary and Hawaiian Affairs

February 26, 2026 at 2:00PM

Conference Room 325

**HB 1919 HD 2**

**Relating to Development Standards**

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

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

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.<sup>1</sup> 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](#).

---

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

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

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



**ADDRESS**  
3442 Wai'ala'e Ave., Suite 1  
Honolulu, HI 96816

**PHONE**  
808-735-5756

**EMAIL**  
bicycle@hbl.org

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

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

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

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

HBL supports HB 1919, HD2 to prohibit the counties from imposing minimum parking mandates for certain developments and to be known as the "Parking Reform and Modernization Act."

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

At HBL, we see opportunities to de-prioritize private cars and parking to create opportunities for safer streets and more affordable housing for all. In this light, HB 1919, HD2 will provide for essential flexibility to increase housing options and decrease housing costs. There is also an opportunity for parking reform to elevate public policy discussion around issues like increasing secure off-street bicycle parking, expanding bike share initiatives, and enhancing Complete Streets statutes and policies. These linkages demonstrate a better way to consider land use policies, in ways that provide affordable and safer options for housing and transportation.

I urge you to pass HB 1919, HD2 and move it along for further consideration this legislative session.

Mahalo for the opportunity to share testimony on this important matter.

S/Eduardo Hernandez

**Eduardo Hernandez**  
Advocacy Director  
Hawai'i Bicycling League

February 26, 2026

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

Dear Chair Tarnas and Committee Members,

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

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

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

Decades of modern analysis show that off-street parking mandates add very large amounts to the per-unit cost of new housing, conservatively in the tens of thousands of dollars per stall (the cost of an average stall in Honolulu is **\$68,000**), and local analyses often estimate **\$70k–\$100k** per unit when parking is overbuilt.<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 HB1919 HD2.**

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)

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

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

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

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

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

Aloha chair, vice chair and other committee members,

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

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

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

---

<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, and 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 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.

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

---

<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.



## TESTIMONY IN SUPPORT OF HB1919 HD2, RELATING TO DEVELOPMENT STANDARDS

### HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

February 26, 2026

#### To the Honorable Chair and Members of the Committee:

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

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

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

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

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

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



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

---

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

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

1. **Parking mandates are costly and counterproductive.** A 2020 study from the Ulupono Initiative found that the cost to build parking in high-rise buildings (with podium-style parking) for affordable and mixed-income rentals in Honolulu’s urban core costs up to \$55,000 per unit.<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 / 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.<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

---

<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/>

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

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

---

<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).



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

February 26, 2026

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

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

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

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

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

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

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



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

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

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

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

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

Sincerely,  
Damien Waikoloa  
Chapter Lead, Hawai'i YIMBY

Edgardo Díaz Vega  
Chapter Lead, Hawai'i YIMBY

Huey Kwik  
Chapter Lead, Hawai'i YIMBY





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

Phone 808.587.7770  
Fax 808.587.7769  
[www.avalonhi.com](http://www.avalonhi.com)

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

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

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

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

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

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

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

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

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

Mahalo for your consideration.

Respectfully submitted,

**Avalon Development Company**



February 25, 2026

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

RE: Testimony in support of HB1919, Relating to Development Standards

Chair Hashem and committee members,

We appreciate the opportunity to submit testimony **in support** of HB1919, Relating to Development Standards. This bill would reform off-street parking mandates for certain developments.

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.

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

Sincerely,

Darryl Oliveira  
Senior Advisor and Director of Risk





1001 Bishop Street #625 | Honolulu, HI 96813  
866-295-7282 | aarp.org/hi | hiaarp@aarp.org |  
Twitter.com/aarpHawai'i | facebook.com/aarpHawai'i

**The Thirty-Third State Legislature  
House Committee on Judiciary & Hawaiian Affairs  
Thursday, February 26, 2026  
Conference Room 325  
2:00 p.m.**

TO: The Honorable David A. Tarnas, Chair  
FROM: Keali'i S. López, State Director  
RE: Support for H.B. 1919, HD 2 Relating to Development Standards

Aloha Chair Tarnas and Members of the Committee:

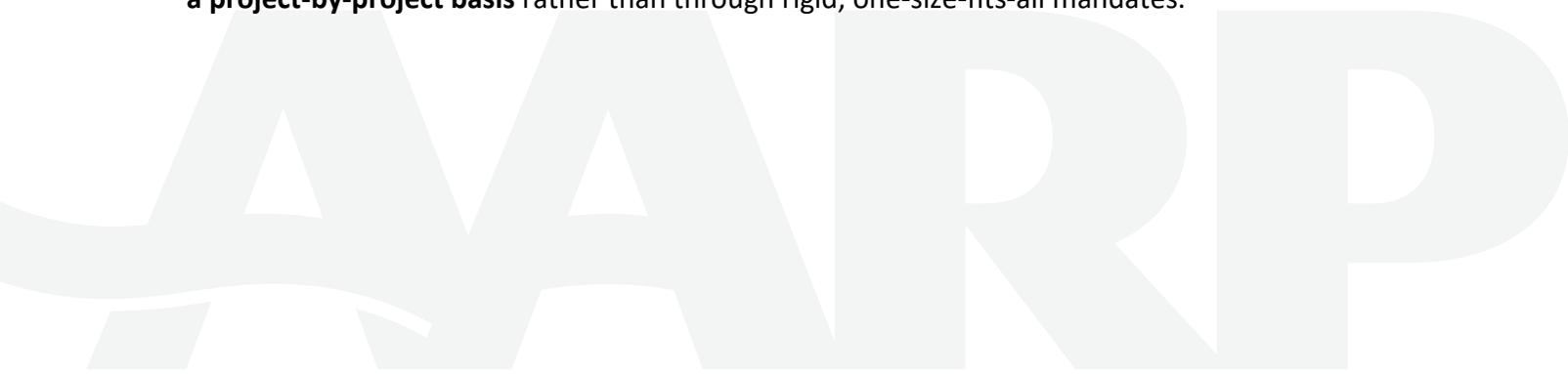
My name is **Keali'i López**, the State Director of **AARP Hawai'i**. On behalf of our **135,000 members statewide**, thank you for the opportunity to testify in **strong support of H.B. 1919, HD 2**.

AARP is a nonprofit, nonpartisan social impact organization dedicated to **empowering people age fifty and older to choose how they live as they age**. Central to that mission is ensuring access to **stable, affordable housing**, so that Hawai'i residents can **age with dignity and remain in the communities they know**.

H.B. 1919, HD 2 directly advances this goal by **prohibiting counties from imposing minimum parking mandates for certain developments**. As the Legislature has recognized, minimum parking requirements **needlessly drive up the cost of housing**. In Honolulu alone, the cost of constructing a single parking stall is estimated at **approximately \$68,000**, a cost that is ultimately **passed on to renters and homebuyers**, regardless of whether they own a car.

For older adults living on fixed or limited incomes, these added costs can be the difference between being able to afford housing or being priced out of their communities. Reducing unnecessary construction expenses is therefore not an abstract policy choice, it is a practical step toward improving housing affordability for Hawai'i's aging population.

Importantly, this measure is **carefully and narrowly tailored**. It does not eliminate parking requirements across the board. Instead, it applies only to **specific residential, commercial, and community-serving uses identified in the bill**, while allowing parking needs to be evaluated on **a project-by-project basis** rather than through rigid, one-size-fits-all mandates.



Equally critical, the bill **explicitly preserves all accessible parking requirements required under federal and other applicable laws**, ensuring continued compliance with disability access standards. Nothing in this measure undermines accessibility or mobility for individuals with disabilities.

By allowing permit applicants and counties to assess parking needs based on **actual project conditions and community context**, H.B. 1919, HD 2 supports more efficient land use, lowers development costs, and promotes housing options that better reflect how people live, particularly seniors who may rely on walking, transit, or shared transportation.

For these reasons, **AARP Hawai'i respectfully urges the House Committee on Judiciary & Hawaiian Affairs to pass H.B. 1919, HD 2**. Doing so will advance housing affordability and help ensure that Hawai'i residents can **age in place with security, independence, and dignity**.

Mahalo for the opportunity to testify.



**ALA MOANA – KAKA‘AKO NEIGHBORHOOD BOARD NO. 11**

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD SUITE 160 • HONOLULU, HAWAII, 96817  
PHONE (808) 768-3710 • FAX (808) 768-3711 • WEBSITE: <https://www.honolulu.gov/nco/nb11>

Wednesday, February 25, 2026

**TO: The House Committee On Judiciary & Hawaiian Affairs (JHA)**

Hearing: Thursday, February 26, 2026, 2:00 p.m.

**FROM: The Ala Moana-Kaka‘ako Neighborhood Board No. 11**

**RE: Testimony IN SUPPORT of HB1919 HD2, RELATING TO DEVELOPMENT STANDARDS**

Aloha Chair David A. Tarnas, Vice Chair Mahina Poepoe, and Members of the Committee -

The Ala Moana-Kaka‘ako Neighborhood Board No.11 **strongly supports HB1919 HD2**,  
Relating to Development Standards.

Mandatory parking minimums are often applied arbitrarily and uniformly across various parts of our County with no regard for the needs of individual neighborhoods and communities. For example, a neighborhood like Manoa has different parking needs from that of Ala Moana due to population density; however, these differences are often not addressed, or even ignored, when crafting rules on the County level.

In the Ala Moana-Kaka‘ako area, almost any new residential building constructed will be within one mile of major transit lines, grocery stores, malls, and other gathering places. Our Neighborhood Board often talks about the benefits of having more walkable areas; however, this is not reflected in our County rules that mandate minimum parking requirements.

Our Neighborhood Board is supportive of affordable housing, yet minimum parking requirements often raise the cost of condos for rent or purchase. For instance, forcing people to buy a parking stall along with their unit raises the price of a condo by \$68,000. For renters, this could raise the cost by \$600 per month. HB1919 HD2 removes the minimum off-street parking requirements for new developments located within transit-oriented development (TOD) infrastructure improvement program areas. The exemption for sites within a half-mile of transit stations lowers development costs, supports increased public transit use and helps developers build more affordable housing.

Mahalo for your consideration of this testimony.

Dale VanderBrink

2nd Vice Chair, Ala Moana-Kaka‘ako Neighborhood Board No.11

**HB-1919-HD-2**

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

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

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

Comments:

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

Council Chair  
Alice L. Lee

Vice-Chair  
Yuki Lei K. Sugimura

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



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

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

**COUNTY COUNCIL**  
COUNTY OF MAUI  
200 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
[www.MauiCounty.us](http://www.MauiCounty.us)

February 24, 2026

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

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

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

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

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

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

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

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

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

February 24, 2026

Page 2

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

Thank you for your consideration.

**HB-1919-HD-2**

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

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

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

Comments:

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

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

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

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

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

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

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

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

From: Veronica Moore, Individual Citizen

Date: February 25, 2026

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

To All Concerned,

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

Sincerely,

Veronica M. Moore

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

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

Comments:

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

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

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

**Mahalo nui,**

**Paul Bernstein**

**Honolulu**

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

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

Comments:

I, Johnnie-Mae L. Perry, Support

1919 HB RELATING TO DEVELOPMENT STANDARDS.

**HB-1919-HD-2**

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

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

| <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!

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>            |
|---------------------|---------------------|---------------------------|---------------------------|
| Douglas Askman      | 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 h.b. 1919.

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Ross Isokane        | Individual          | Oppose                    | Written Testimony Only |

Comments:

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

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

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

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

**HB-1919-HD-2**

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

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

| <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

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

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

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

| <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?

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

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

Comments:

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

**HB-1919-HD-2**

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

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

| <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!

**HB-1919-HD-2**

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

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

| <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.

**HB-1919-HD-2**

Submitted on: 2/25/2026 2:44:26 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 2:46:07 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 2:53:11 PM

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

| <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 Mortgage banking since 1975 and helped thousands become homeowners.

**HB-1919-HD-2**

Submitted on: 2/25/2026 3:59:03 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:04:59 PM

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

| <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.

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:06:57 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:08:41 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:10:48 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:12:13 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:13:53 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:15:45 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:18:40 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:21:56 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:24:52 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:27:57 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:36:41 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:38:31 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:40:29 PM

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

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

Comments:

I strongly support hb1919 and sb2981. Too much land in Hawaii is already dedicated to cars. Oahu has especially been ruined by too many cars. This bill makes room for more homes instead so our family and friends dont have to keep leaving.

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:45:32 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:47:22 PM

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

| <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.

**HB-1919-HD-2**

Submitted on: 2/25/2026 4:57:52 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:00:21 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:01:37 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:03:26 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:04:58 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:06:24 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:09:37 PM

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

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 5:15:46 PM

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

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

Comments:

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

**HB-1919-HD-2**

Submitted on: 2/25/2026 6:02:12 PM

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

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

Comments:

Aloha. I support this bill because it prohibits counties from enforcing minimum parking mandates for specific developments starting July 1, 2027. It aims to lower housing costs, encourage transit-oriented development, and reduce land used for parking. The bill caps, rather than eliminates, parking for other, non-exempt developments. This is a step to address the cost of living crisis. Mahalo.

**HB-1919-HD-2**

Submitted on: 2/26/2026 12:18:17 AM

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

| <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.

**HB-1919-HD-2**

Submitted on: 2/26/2026 9:08:44 AM

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

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

Comments:

Aloha All,

Thank you for the opportunity to provide testimony on HB 1919.

While I support efforts to increase housing availability, I have concerns about the broad reduction of parking minimums in neighborhoods like Moiliili and McCully, where infrastructure is already under strain and neglected.

These areas have narrow streets, narrow one way lanes, aging infrastructure, and limited off-street parking. Residents and businesses are already experiencing congestion and overcrowded roadways. Patrons of businesses look elsewhere to shop and dine due to limited parking.

Reducing parking requirements does not eliminate vehicle ownership. Many residents still rely on cars for work, school, childcare, and daily needs. When new developments provide insufficient parking, vehicles shift onto surrounding streets, further narrowing roadways, illegal parking, and reducing visibility for drivers and pedestrians.

Emergency access is a serious concern. Constricted streets can delay fire, medical, and disaster response. Portions of this area are within a tsunami evacuation zone, making clear and accessible routes especially critical.

HB 1919 applies broadly without fully accounting for neighborhood-specific infrastructure limitations. Reducing parking requirements without first ensuring adequate transit, roadway capacity, and safety planning risks unintended long-term impacts on existing communities.

I respectfully urge consideration of amendments that allow flexibility based on local infrastructure conditions and public safety review. Housing policy should be balanced with the physical realities of each neighborhood.

Thank you for your consideration.

Sincerely,  
Jenn

**HB-1919-HD-2**

Submitted on: 2/26/2026 10:06:43 AM

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

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Testify</b>         |
|---------------------|---------------------|---------------------------|------------------------|
| Faye Anne Miguel    | Individual          | Support                   | Written Testimony Only |

Comments:

My name is Faye Anne Miguel, and I live in Kakaako. I went to Maui High School and I am writing to support this bill.

I believe that minimum parking mandates for certain developments are increasing construction costs and in return, makes it more unaffordable to purchase these homes.

If there are less parking mandates - construction costs goes lower, making it more affordable. Despite the less parking spots, the community would need to pivot to public transportation and more walkable communities.

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

My name is Ho'āno Au, and I live in Kahalu'u. I went to Kamehameha Schools Kapālana. 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.

The high and rising price of housing has caused members of my family and friends to move to other areas. Ways to help bring down those costs, such as HB1919, will provide opportunities for family, friends, and others in the community to afford housing and can reside in the areas they choose or are from.

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