

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

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



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

**Wednesday, March 18, 2026
9:00AM
State Capitol, Conference Room 430**

**In consideration of
SENATE BILL 2356, SENATE DRAFT 1
RELATING TO PARKING**

Senate Bill 2356, Senate Draft 1 proposes to prohibit minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

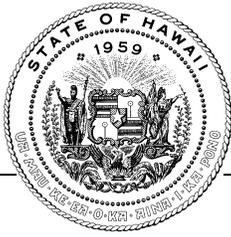
The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

Parking mandates subsidize the cost of parking by providing an excess of free and low-cost parking space, incentivizing drivers to take more trips by car. This drives development that is unsafe and sprawling, making travel by walking and biking challenging and perpetuating the choice of driving a car vs healthier and more sustainable modes of travel. Car centric development is not only a significant contributor to climate change but also exacerbates the impacts of climate change such as urban heat island effects and flooding and run off from intensifying weather events.

Parking policy also is a fairness issue as low-income communities end up subsidizing infrastructure that tends to benefit wealthier car owners and those able to afford recurring fuel costs. Parking minimums increase construction costs and reduce the availability of much needed housing. Communities that have eliminated parking minimums have seen benefits including

economic growth, healthier, safer, and more livable communities that prioritize fair access to community resources while reducing greenhouse gas emissions.

Mahalo for the opportunity to comment on this measure.



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

JOSH GREEN, M.D.
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MARY ALICE EVANS
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Statement of
MARY ALICE EVANS, Director

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

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

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

The Office of Planning and Sustainable Development (OPSD) **supports SB 2356, SD 1**, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

OPSD **supports SB 2356, SD 1**, as this measure serves as a critical tool to directly lower the cost of housing development and redevelopment projects in Transit-Oriented Development (TOD) infrastructure improvement program areas. Mandatory parking minimums represent one of the most significant “hidden” costs in construction. In Hawai'i, the cost of a basic surface parking stall ranges from approximately \$7,000 to \$25,000 depending on the island and site conditions. However, in higher-density TOD areas where land is scarce, developers often utilize structured parking garages. These facilities are substantially more expensive, with costs currently averaging \$50,000 to \$68,000 per stall, and can exceed \$84,000 for high-rise developments in urban Honolulu. When these costs are multiplied across a multi-unit project, they add millions of dollars to the total development budget; these costs are ultimately passed on to residents through higher rents and mortgage payments.

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

Furthermore, this shift moves Hawai'i significantly closer to its long-term TOD goals. As our communities gain better access to fast and reliable public transit, more residents will have the opportunity to forgo the high costs of car ownership. Eliminating minimum parking mandates is in direct alignment with the State's Transit-Oriented Development Council's Strategic Plan, which encourages increased public transit ridership and pedestrian modes of transit. By facilitating more compact development and walkable, mixed-use neighborhoods centered around transit hubs, we can create a more sustainable and affordable future for Hawai'i's residents. For these reasons, OPSD respectfully asks the committee to pass SB 2356, SD 1.

Thank you for the opportunity to testify in support of this measure



Cade Watanabe, Financial Secretary-Treasurer

Gemma G. Weinstein, President

Eric W. Gill, Senior Vice-President

March 16, 2026

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

Testimony in Opposition to SB 2356

Chair Evslin, Vice Chair Miyake, and Committee Members:

UNITE HERE Local 5 represents 10,000 working people in the hotel, food service and health care industries across Hawaii. We note the egregious traffic situation in Hawai'i and the need to get cars off the road. At the same time, we note that solutions to this problem must involve real, working alternatives, such as an enhanced bus system or promotion of other means of transportation. Those solutions are not developed enough to replace cars at this time or the need for parking, and this bill does nothing to develop those solutions further.

We note that affordable housing development is not sufficient in amount or in actual affordability to meet people's needs. At the same time, we feel the solution to this problem is to require more from developers, especially when they receive a benefit or relief of any sort from the government. This bill does nothing to require more of developers. Further, the bill would apply to all projects in TOD infrastructure improvement program areas, not just affordable housing.

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

As currently written, the bill could significantly reduce developers' construction costs and allow them to build greater dwelling or transient unit density, without requiring anything in return, and thus provides benefit to the industry. Will the industry pass on those benefits to our communities? Maybe, maybe not – this bill can require that they do, and in this crucial moment, such a requirement is necessary.

As written, SB 2356 undermines counties' abilities to negotiate alternative benefits with developers, which by extension undermines the public's ability to demand more for our communities.

We urge you to oppose SB 2356.

Thank you.



**Testimony in Support for SB2356 - Relating to Parking
Committee on Housing (HSG)
Tuesday, March 18th, 2026 at 9AM**

Dear Chairs, Vice Chairs, and members of the HSG committee,

Mahalo for the opportunity to **testify in support of SB2356**, which would remove barriers to affordable housing statewide by prohibiting minimum off-street parking requirements in transit-oriented development infrastructure improvement program areas.

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

1. **Parking mandates are costly and counterproductive.** A 2020 study from the Ulupono Initiative found that the cost to build parking in high-rise buildings (with podium-style parking) for affordable and mixed-income rentals in Honolulu's urban core costs up to \$55,000 per unit.¹ Adjusted for inflation, this cost now exceeds \$68,000 per unit. These expenses do not come out of thin air—they are baked into the overall cost of development, reducing the number of affordable units that can be built and increasing the cost of rent or sale for local families. According to the 2020 study from Ulupono Initiative, for a single person renting a small studio in urban Honolulu, parking could add up \$410 per month to their rent – even if they don't own a vehicle.²
2. **More parking does not mean more housing security.** Individuals living in affordable housing are less likely to own cars, and data shows that lower-income residents often prioritize affordable rents and proximity to transit, jobs, and schools over parking availability. Moreover, mandating more parking means reducing the number of affordable homes that can be built on a given parcel due to land and cost constraints. For example, imagine that a high-rise building of 200 mixed-income rental units was being planned in Honolulu. If one parking stall was built for every two units, in today's dollars, this would add a whopping \$6.8 million to the cost of the project.
3. **Eliminating parking mandates aligns with national best practices and local priorities.** Across the country, over 90 jurisdictions have eliminated or significantly reduced parking minimums, recognizing that such mandates hinder housing production and promote sprawl.³ In 2020, the Honolulu City Council removed parking minimums for new housing and commercial development in the urban core and transit oriented development (TOD) areas through Ordinance 20-41. Recent analysis from Hawai'i Appleseed shows that permitted parking within housing developments in TOD areas on O'ahu approved from 2010–2025 decreased by over 12

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," Prepared by PBR Hawai'i, August, 2020.

<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.

² Ibid.

³ Parking Reform Network, "Parking Mandates Map," January 6, 2025.

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

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

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

In summary, SB2356 represents a common-sense reform that will help reduce the cost of housing and allow communities and developers to respond to actual needs rather than the outdated, one-size-fits-all approach of parking mandates.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

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



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

The Honorable Luke A. Evslin, Chair

House Committee on Housing

State Capitol, Conference Room 430 & Videoconference

RE: Senate Bill 2356, SD1, Relating to Parking

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

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

My name is Lyndsey Garcia, Director of Advocacy, testifying on behalf of the Hawai'i Association of REALTORS® ("HAR"), the voice of real estate in Hawaii and its over 10,000 members. HAR **supports the intent** of Senate Bill 2356, SD1, which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas. Effective 4/19/2042.

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

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

Mahalo for the opportunity to provide testimony on this measure.





Testimony of the Oahu Metropolitan Planning Organization

Committee on Housing

March 18, 2026 at 9:00AM

Conference Room 430

SB 2356 SD 1

Relating to Parking

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

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

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

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

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

¹ https://oahumpo.org/?wpfb_dl=2215

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

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

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



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TESTIMONY IN SUPPORT OF SB 2356 – Relating to Parking

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

Avalon Development Company respectfully submits testimony in support of SB 2356, SD1. As a firm involved in housing development in Hawai‘i, we support this measure because it removes a rigid parking mandate that has increased development costs and constrained housing delivery in areas specifically planned around public transit. SB 2356 SD1 prohibits minimum off-street parking requirements within transit-oriented development infrastructure improvement program areas, while preserving all accessibility requirements and allowing parking to be provided where it is appropriate.

Mandatory parking requirements require projects to devote substantial land and capital to vehicle storage, even in transit-rich areas where many residents rely on rail, bus, walking, or biking. These requirements add significant upfront costs and reduce the number of housing units that can be built on a site. In practice, the cost of constructing required parking is embedded in rents and sales prices, regardless of whether residents need or use those parking stalls.

SB 2356 SD1 aligns land-use policy with the State’s substantial investment in transit infrastructure. Transit-oriented development is intended to support compact, walkable communities and reduce reliance on automobiles. Requiring excess parking in these areas undermines that goal and limits the public return on transit investments. Importantly, this bill does not prohibit parking; it simply allows projects to right-size parking based on actual demand rather than a one-size-fits-all mandate.

At a time when Hawai‘i urgently needs more housing in urban, transit-served areas, SB 2356 SD1 is a practical and targeted reform. By removing an outdated requirement while maintaining appropriate safeguards, the bill improves feasibility, supports affordability, and encourages development patterns that better serve residents and communities. Avalon Development Company respectfully urges the Committee to pass SB 2356, SD1.

Mahalo for your consideration.

Respectfully submitted,

Avalon Development Company LLC

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

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

RE: SB2356 SD1 Relating to Parking

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

My name is Sherry Menor, President and CEO of the Chamber of Commerce Hawaii ("The Chamber"). The Chamber supports Senate Bill 2356 Senate Draft 1 (SB2355 SD1), which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

SB2356 SD1 advances the Economic Action pillar of the Chamber's 2030 Blueprint for Hawaii by reducing development cost barriers and streamlining project delivery in transit-oriented areas. The Chamber recognizes that these requirements are historically important, as a matter of ensuring the necessary parking infrastructure for those commuting by car. With the advancements in mass public transportation, such as the Skyline, revisions to parking requirements in transit-oriented areas are appropriate.

This bill will help increase housing supply, improve site design flexibility, and encourage development patterns that best utilize public transit. Under current requirements, transit-oriented housing development projects are required to use land, that could otherwise be used to supply more housing units, to instead provide parking infrastructure to a transit-oriented market segment that might not optimize that resource. Recognizing housing as a major contributor to the cost of living in Hawaii, we consider this legislation as a powerful step towards meaningful quality of life improvements for Hawaii residents.

We respectfully ask to pass Senate Bill 2356 Senate Draft 1. Thank you for the opportunity to testify.

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



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bicycle@hbl.org

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

Hawai'i Bicycling League Supports SB 2356, SD1, relating to Parking

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

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

HBL supports SB 2356, SD1 to prohibit minimum off-street parking requirements in transit-oriented development infrastructure improvement program areas.

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.

Transit-oriented development with related infrastructure improvements has been helpful to reverse these trends beginning with Act 184 adopted as part of Session Laws of Hawai'i in 2022 and adapted as part of Act 252, Session Laws of Hawai'i in 2025. We must continue with this work to address twin crises of affordability for housing and transportation as well as improved safety on roadways for all users.

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, SB 2356, SD1 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.**

We urge you to pass SB 2356 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



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

March 18, 2026

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

RE: SUPPORT for SB 2356 SD1 - RELATING TO PARKING

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

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

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

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

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



Hawai'i YIMBY
Honolulu, HI 96814
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SB 2356 SD1 also supports adaptive reuse by reducing parking barriers when converting existing buildings into housing. This flexibility can help bring new homes online faster and at lower cost.

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

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

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

Sincerely,
Damien Waikoloa
Chapter Lead, Hawai'i YIMBY

Edgardo Díaz Vega
Chapter Lead, Hawai'i YIMBY

Huey Kwik
Chapter Lead, Hawai'i YIMBY



March 18, 2026, 9 a.m.
Hawaii State Capitol
Conference Room 430 and Videoconference

To: House Committee on Housing
Rep. Luke A. Evslin, Chair
Rep. Tyson K. Miyake, Vice Chair

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

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

Aloha Chair, Vice Chair and other Committee Members,

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

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

According to Act 252 (2025), these TOD infrastructure improvement areas apply to “parcels of land and associated rights-of-way, either within county-designated transit-oriented development zones, or within a one-half mile radius of a proposed or existing transit station if the county has not designated transit-oriented development zones, as determined by the (Hawaii community development) authority, which shall take into account proximity, walkability, adopted county plans, and other relevant factors.”¹

Cities that have reduced or eliminated parking requirements see more land use for other structures, such as new and expanded homes and businesses.²

¹ [Act 252, Session Laws of Hawaii 2025](#), p. 8. Parentheses added.

² Abbey Seitz, Trinity Gilliam and Arjuna Heim, “[Stalled: How parking mandates drive up housing costs](#),” Hawai'i Appleseed Center for Law and Economic Justice, October 2025, pp. 16-17; and Daniel Baldwin Hess and Brendan Flowers, “[Developer Response to the Removal of Minimum Parking Requirements in Buffalo](#),” Transportation Research Journal, Volume 2677, Issue 12, May 10, 2023; C. J.

Research has shown that imposing parking mandates increases housing costs because construction costs for parking garages or spaces, as well as the cost of acquiring land for parking, are passed to homebuyers and renters.³

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 already comply with current parking rules cannot be retrofitted to a new use without having to purchase land to add the required parking.

A planned bowling alley on Lanai encountered this problem, and construction was delayed as the owners of the land tried to figure out how to provide more parking.⁴

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

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

Gabbe, Gregory Pierce and Gordon Clowers, "[Parking policy: The effects of residential minimum parking requirements in Seattle](#)," Land Use Policy, Vol. 91, February 2020

³ "[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.

⁴ Ahry McGurik, "[Lanai bowling alley saga shines light on county's cumbersome parking mandates](#)," The Maui News, Oct. 30, 2025.

March 18, 2026

TO: Chair Evslin and Members of the House Committee on Housing
RE: SB 2356 SD1, Relating to Parking

Dear Chair Evslin and Committee Members,

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

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

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

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

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

Thank you,



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



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

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



www.AlohaILHawaii.org

Mar 18, 2026

MISSION

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

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

EXECUTIVE DIRECTOR

Roxanne U. Bolden

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

SUBJECT: SB2356 SD1 – Relating to Parking

Chair and Members of the Committee:

Aloha Independent Living Hawaii (AILH) is a Center for Independent Living (CIL) serving people with disabilities across Hawaii. We submit this testimony **in support with amendments of SB2356 SD1.**

SB2356 SD1 would prohibit minimum off-street parking requirements for any new development or redevelopment project located within a transit-oriented development infrastructure improvement program area established under section 206E-243. It also clarifies that this change does not limit requirements for accessible parking stalls required by the Americans with Disabilities Act, the federal Fair Housing Act, or other applicable law, and does not prevent developers from providing parking at their discretion or counties from adopting maximum parking requirements.

We support the bill's goal of removing parking mandates that can drive up housing costs and limit higher-density, transit-supportive development in TOD areas. For many disabled residents, living near reliable transit, services, and jobs is more important than bundled parking, and parking requirements often make those locations unaffordable. SB2356 SD1 builds on Honolulu's experience and statewide TOD efforts to enable more housing choices near transit while still preserving the legal requirements for accessible parking.

At the same time, people with disabilities have diverse transportation needs. Some rely on personal vehicles, accessible vans, or paratransit that require



www.AlohaILHawaii.org

MISSION

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

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

EXECUTIVE DIRECTOR

Roxanne U. Bolden

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Sheila Castaneda
Jennifer Hartssock

safe, accessible loading areas and stalls. Others rely heavily on transit and need safe, accessible routes between stations, sidewalks, curb ramps, and building entrances. While SB2356 SD1 preserves ADA and Fair Housing Act requirements for accessible stalls, it does not yet address accessible passenger loading zones, paratransit pick-up and drop-off space, or accessible paths of travel within TOD infrastructure improvement program areas.

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

1. Clarify that nothing in this Act precludes or limits requirements for accessible passenger loading zones, paratransit pick-up and drop-off areas, and other accessibility-related curb management in TOD infrastructure improvement program areas.
2. Encourage counties and the Hawaii Community Development Authority, when planning and implementing TOD infrastructure improvement program areas, to consult with disability and independent living organizations regarding accessible parking, loading zones, and accessible routes to transit.
3. Include language in findings or purpose stating that TOD parking policies should be implemented in a way that improves, not reduces, access for disabled residents, including those who rely on personal vehicles and those who primarily use public transit.

With these amendments, SB2356 SD1 can help increase housing supply and reduce costs near transit, while also ensuring that disabled residents can safely reach their homes, services, and transit options in TOD areas statewide. We appreciate the bill's explicit protection of accessible parking stall requirements and urge the committee to strengthen it further by addressing accessible loading and access to transit.

Thank you for the opportunity to testify.

Aloha,



www.AlohaILHawaii.org

Roxanne U. Bolden

Roxanne Bolden
Executive Director

MISSION

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

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

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**The Thirty-Third State Legislature
House Committee on Housing
Wednesday, March 18, 2026
Conference Room 430
9:00 a.m.**

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

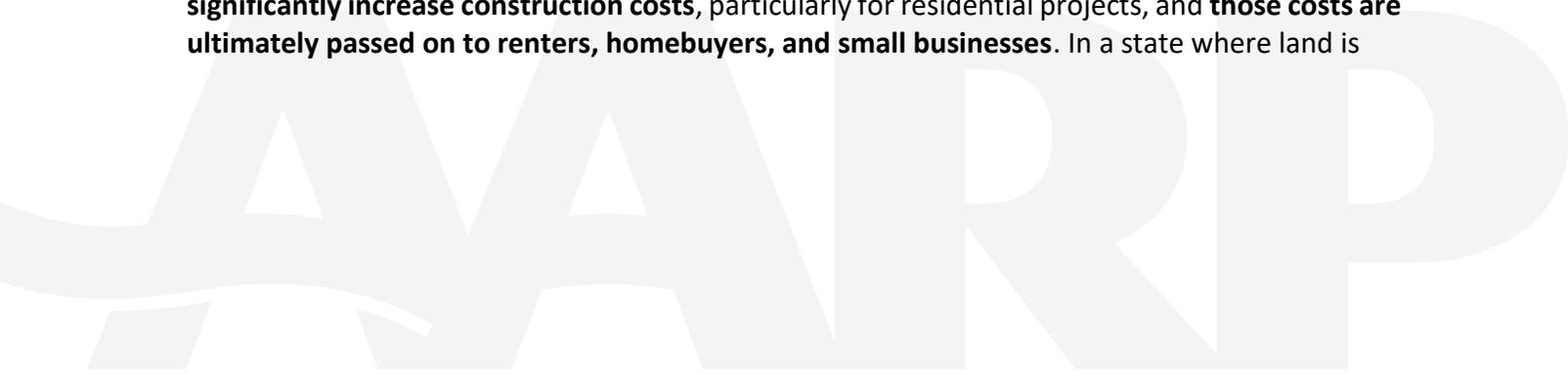
Aloha Chair Evslin and Members of the Committee:

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

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

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

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



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

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

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

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

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

Mahalo for the opportunity to provide testimony.



holomua

COLLABORATIVE

OUR MISSION

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

OUR VISION

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

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Committee: House Committee on Housing
Bill Number: SB2356 SD1, Relating to Parking
Hearing Date and Time: March 18, 2026, 9:00am, Room 430
Re: Testimony of Holomua Collaborative – Support

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

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

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

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

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

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

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

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

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



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

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

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

Sincerely,

Matthew Prellberg
Policy & Communications Director

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David M. Raatz, Jr., Esq.

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March 16, 2026

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

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

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

SUBJECT: **TESTIMONY IN SUPPORT OF SB 2356, SD1, RELATING TO PARKING**

Thank you for the opportunity to testify in support of this measure. The purpose of this measure is to prohibit minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

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.

Parking mandates often add significant costs that are ultimately passed on to renters and homebuyers. By eliminating minimum parking requirements in transit-oriented development areas, this measure removes an unnecessary barrier to housing production and helps make projects more financially feasible, particularly affordable and workforce housing.

This bill builds upon prior statewide transit-oriented development efforts, such as Act 130 and Act 184/252, by encouraging higher-density, transit-supportive communities near public transportation. Reducing parking minimums promotes rail ridership, reduces congestion, lowers construction costs, and supports more sustainable land use patterns. Importantly, the measure preserves accessible parking requirements under federal law and allows developers to provide parking when appropriate, while still permitting counties to establish maximum parking standards.

March 16, 2026

Page 2

SB 2356, SD1, represents a practical and forward-thinking step toward aligning land use policy with our housing, transportation, and climate goals.

For these reasons, I respectfully urge your support of SB 2356, SD1.

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

SB-2356-SD-1

Submitted on: 3/16/2026 7:07:53 PM

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

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

Comments:

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

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

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

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

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

SB-2356-SD-1

Submitted on: 3/16/2026 8:54:00 PM

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

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

Comments:

Aloha Committeemembers,

We have to use all the tools in our shed to allieviate the housing shortage. Accelerating transit-oriented development is central to this effort and this proposal moves us in the right direction. I strongly encourage the committee to **PASS** this bill!

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

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

I am writing this in strong support of SB2356.

SB2356 seeks to prohibit minimum off-street parking requirements for new developments or redevelopment projects which are located in transit-oriented development areas.

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

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

Please support SB2356.

Mahalo,
Dale VanderBrink

SB-2356-SD-1

Submitted on: 3/17/2026 4:52:03 AM

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

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

Comments:

Aloha. I am writing in strong support of SB 2356, SD1, which would prohibit minimum off-street parking requirements for new development in our transit-oriented development (TOD) infrastructure improvement program areas. This bill builds on the successful foundation of Act 130 (2016), Honolulu's Bill No. 2 (2020), and Acts 184 and 252, and represents a critical step toward addressing our housing crisis, improving transportation options, and creating more sustainable communities.

The legislature has correctly identified that parking minimums are a significant barrier to affordable housing, particularly in areas well-served by public transit. By eliminating these requirements in TOD areas, this bill will directly reduce construction costs—allowing developers to pass savings to renters and homebuyers. In a state where housing affordability has reached crisis levels, removing artificial cost barriers is essential.

This legislation also promotes safer streets and cleaner air. As Honolulu recognized when eliminating parking requirements in 2020, these policies reduce traffic congestion, lower greenhouse gas emissions, and support Vision Zero goals by encouraging alternative transportation modes. When housing is built near transit without mandatory parking, we naturally create more walkable, bikeable communities with reduced car dependency.

SB 2356, SD1 thoughtfully preserves necessary accommodations for accessible parking while giving developers the flexibility to provide parking based on actual market demand rather than arbitrary mandates. The bill also appropriately maintains counties' authority to establish maximum parking limits where needed to manage local conditions.

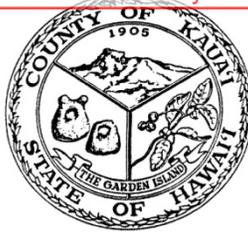
I particularly commend the bill's provisions on adaptive reuse, which will help revitalize existing buildings by allowing for micro units and reasonable parking exemptions—further expanding our affordable housing stock without requiring new construction.

For the sake of our residents who need affordable homes, for the health of our environment, and for the future of sustainable communities, I respectfully urge you to pass SB 2356, SD1.

Thank you for your consideration.

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March 17, 2026

**TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
SB 2356, SD 1, RELATING TO PARKING
House Committee on Housing
Wednesday, March 18, 2026
9:00 a.m.
Conference Room 430
Via Videoconference**

Dear Chair Evslin and Members of the Committee:

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

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

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

Sincerely,

ADDISON BULOSAN
Councilmember, Kaua'i County Council

RM:sf