

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

JAMES KUNANE TOKIOKA
DBEDT DIRECTOR

DANE K. WICKER
DBEDT DEPUTY DIRECTOR



WALTER THOEMMES
CHAIR, STADIUM AUTHORITY

MICHAEL R. YADAO
INTERIM STADIUM MANAGER

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

SENATE COMMITTEE ON TRANSPORTATION
And
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS

Thursday, February 05, 2026
03:00 PM
State Capitol, Conference Room 229

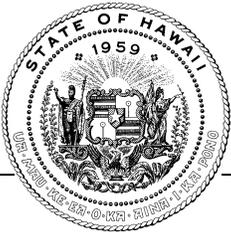
In consideration of
S.B. 2356
RELATING TO PARKING.

Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and members of the Committee.

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 By eliminating outdated parking minimums, this measure unlocks valuable acreage for housing and mixed-use development that would otherwise be consumed by asphalt as well as transforms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

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

Thank you for the opportunity to testify.



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

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
**SENATE COMMITTEE ON TRANSPORTATION
&
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS**

Thursday, February 5, 2026
3:00 PM
State Capitol, Conference Room 229

in consideration of
**SB 2356
RELATING TO PARKING.**

Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Senate Committees on Transportation and Energy and Intergovernmental Affairs, the Office of Planning and Sustainable Development (OPSD) **supports** SB2356 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 HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

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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 Senate Committees on
TRANSPORTATION
AND
ENERGY AND INTERGOVERNMENTAL AFFAIRS**

**Thursday, February 5, 2026
3:00 PM
State Capitol, Conference Room 229 and Via Videoconference**

**In consideration of
SENATE BILL 2356
RELATING TO PARKING**

Senate Bill 2356 prohibits 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.

**Testimony to the Senate Committee on Energy and Intergovernmental Affairs
Senator Glenn Wakai, Chair
Senator Stanley Chang, Vice Chair**

**Testimony to the Senate Committee on Transportation
Senator Lorraine R. Inouye, Chair
Senator Brandon J.C. Elefante, Vice Chair**

**Thursday, February 5, 2026, at 3:00PM
Conference Room 229 & Videoconference**

RE: SB2356 Relating to Parking

Aloha e Chair Wakai, Vice Chair Chang, Chair Inouye, Vice Chair Elefante, 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 (SB2356), which prohibits minimum off-street parking requirements for new developments or redevelopment projects located in transit-oriented development infrastructure improvement program areas.

SB2356 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. Although, with the advancements in mass public transportation, such as Skyline, revisions to parking requirements in transit-oriented areas are appropriate. SB 2356 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 market segment that might not optimize that resource. Recognizing housing as a major contributor to the cost of living in Hawaii, we recognize SB 2356 as a powerful step towards meaningful quality of life improvements for Hawaii residents.

We respectfully ask to pass Senate Bill 2356. 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.



**Testimony in Support for SB2356 - Relating to Parking
Senate Committee on Transportation (TRS) and
Committee on Energy And Intergovernmental Affairs (EIG)
Thursday, February 5th, 2026 at 3PM**

Dear Chairs, Vice Chairs, and members of the joint TRS/EIG 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

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/>

housing developments in TOD areas on O‘ahu approved from 2010–2025 decreased by over 12 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.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation Committee on Energy and Intergovernmental Affairs

February 5, 2026 at 3:00PM
Conference Room 229

SB 2356 Relating to Parking

Dear Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Committees Members,

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

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 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](#),

¹ https://oahumpo.org/?wpfb_dl=2215

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](#).

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

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

February 5, 2026

The Honorable Lorraine R. Inouye, Chair
Senate Committee on Transportation

The Honorable Glenn Wakai, Chair
Senate Committee on Energy and Intergovernmental Affairs
State Capitol, Conference Room 430 & Videoconference

RE: Senate Bill 2356, Relating to Parking

HEARING: Thursday, February 5, 2026, at 3:00 p.m.

Aloha Chair Inouye, Chair Wakai, and Members of the Joint Committees:

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

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

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

Mahalo for the opportunity to provide testimony on this measure.



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

February 5, 2026

Senate Committee on Transportation
Senate Committee on Energy and Intergovernmental Affairs
Hawai'i State Capitol
Honolulu, HI 96813

RE: SUPPORT for SB 2356 - RELATING TO PARKING

Aloha Chairs Inouye & Wakai, Vice Chairs Elefante & Chang, and Members of the Committee,

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

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 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 does not ban parking**. Developers may still provide parking where it makes sense, and all accessible parking and disability requirements remain fully



Hawai'i YIMBY
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protected. Counties also retain the authority to manage parking through maximums or other policies.

SB 2356 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 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



Feb. 5, 2026, 3 p.m.
Hawaii State Capitol
Conference Room 229 and Videoconference

To: Senate Committee on Transportation
Sen. Lorraine R. Inouye, Chair
Sen. Brandon J.C. Elefante, Vice Chair

Senate Committee on Energy and Intergovernmental Affairs
Sen. Glenn Wakai, Chair
Sen. Stanley Chang, Vice Chair

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

RE: TESTIMONY IN SUPPORT OF SB2356 — RELATING TO PARKING

Aloha chairs, vice chairs and other committee members,

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

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

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.¹

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

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

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

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

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

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

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

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

SB-2356

Submitted on: 2/3/2026 2:29:03 PM

Testimony for EIG on 2/5/2026 3:00:00 PM

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

Comments:

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, and Members of the Committees,

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

Submitted on: 2/3/2026 3:00:34 PM

Testimony for EIG on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ignacio	Individual	Support	Written Testimony Only

Comments:

Chair, Vice Chair, and Members of the Committee,

I strongly support HB1701 and its companion bill SB2356, which would prohibit minimum off-street parking requirements for new development and redevelopment projects located within Transit-Oriented Development Infrastructure Improvement Program areas.

These bills address a critical and often overlooked barrier to housing production, affordability, and smart growth: mandatory parking minimums in places specifically intended to support transit use, walkability, and compact development.

Minimum parking requirements significantly increase construction costs. Structured parking can cost \$40,000 or more per stall, costs that are ultimately passed on to renters and homebuyers regardless of whether they own a vehicle. In high-cost markets like Hawai‘i, these added expenses directly undermine efforts to produce affordable and workforce housing near jobs and transit.

Parking minimums also reduce development density and efficiency. Land that must be dedicated to parking is land that cannot be used for housing, commercial activity, or public space. This constraint leads to fewer homes, less neighborhood vitality, and continued outward sprawl, even in areas that are planned and funded to support higher-density, transit-oriented communities.

For many projects, especially smaller, infill, or affordable housing developments, parking requirements can make projects financially infeasible altogether. This is particularly true for nonprofit and mission-driven developers who operate with limited margins. Removing parking mandates in TOD areas improves project feasibility without requiring additional public subsidy.

Mandatory parking is also a major obstacle to adaptive reuse. Older buildings were not designed to meet modern parking standards, and otherwise viable projects to convert underutilized commercial or industrial buildings into housing or community-serving uses are often blocked solely because parking minimums cannot be met.

Finally, excessive parking requirements carry significant environmental and urban impacts. Large areas of asphalt contribute to urban heat island effects, worsen stormwater runoff and flood risks, and reinforce car dependence. These outcomes are fundamentally at odds with the goals of transit-oriented development, climate resilience, and walkable communities.

HB1701 and SB2356 do not eliminate parking. They simply allow parking decisions to be guided by market demand and project context, especially in areas where high-quality transit infrastructure already exists or is planned. This flexibility is essential to creating denser, more affordable, and more vibrant communities around transit.

For these reasons, I urge your strong support of HB1701 and SB2356. These bills are practical, cost-effective tools to advance housing affordability, sustainability, and the intent of Hawai'i's transit-oriented development investments.

Mahalo for the opportunity to submit testimony.

Ignacio Filippini

SB-2356

Submitted on: 2/3/2026 3:10:16 PM

Testimony for EIG on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Scott Dukart	Individual	Support	Written Testimony Only

Comments:

I support this bill because:

- Parking mandates make housing more expensive and limits 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.

Mahalo!

SB-2356

Submitted on: 2/3/2026 7:49:58 PM

Testimony for EIG on 2/5/2026 3:00:00 PM

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

Comments:

Aloha,

I strongly support SB2356 because it removes parking requirements from new developments in TOD areas. Parking adds tremendous cost to the development, which is passed onto the consumer in cost of goods or cost of the residence. Parking further takes up a tremendous amount of space, space that could be utilized for additional commercial or residential space. This generates much more wealth and revenue for both the business and government.

Mahalo,

Jonathan Huynh

SB-2356

Submitted on: 2/3/2026 10:43:19 PM

Testimony for EIG on 2/5/2026 3:00:00 PM

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

Comments:

Aloha Committee Members,

Parking mandates drive up costs. They increase regulatory burdens. Higher costs and more burdens make it harder for working- and middle-class to live here. We are driving away people by reducing the stock and increasing the price of housing.

Let's change this dynamic. I **STRONGLY URGE** the committee to **SUPPORT** this bill!

February 4, 2026

Trevor Nagamine
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Sen. Glenn Wakai
Committee on Energy and
Intergovernmental Affairs
Hawaii Senate
415 S. Beretania St. Rm. 407
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Sen. Lorraine Inouye, Chair
Committee on Transportation
Hawaii Senate
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Honolulu, HI 96813

RE: SB2356 — RELATING TO PARKING

Dear Chair Wakai, Chair Inouye, and Members of the Committees,

My name is Trevor Nagamine, and I am a resident of Mililani. I am also a member of Neighborhood Board No. 25 (Mililani/Waipio/Melemanu); however, I am submitting this testimony as an individual, and this testimony does not reflect an official position of Neighborhood Board No. 25. I am writing today to support SB2356.

SB2356 would bar the counties from requiring off-street parking to be built in developments in transit-oriented development (TOD) districts. This bill is a necessary step in reducing car dependency in Hawai'i, and give property developers the flexibility to determine parking needs in accordance with market demands. By doing so, this bill will also lower the production cost of housing.

I respectfully ask that the committees pass SB2356. Thank you for your time and attention to this matter.

Mahalo,

Trevor Nagamine



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JOINT SENATE COMMITTEES
TRANSPORTATION - ENERGY AND INTERGOVERNMENTAL AFFAIRS
Thursday - February 5, 2026 - 3:00pm



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

Aloha Chairs Inouye and Wakai, Vice Chairs Elefante and Chang, 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 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 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

LATE

SB-2356

Submitted on: 2/5/2026 8:02:28 AM

Testimony for EIG on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I support SB2356.

February 5, 2026

LATE

TO: Chair Wakai and Members of the Senate Committee on Energy and Intergovernmental Affairs
Chair Inouye and Members of the Senate Committee on Transportation
RE: HB 2356, Relating to Parking

Dear Chairs Wakai, Inouye and Committee Members,

We strongly support Senate Bill 2356. This is a measure about flexibility, and 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. **Let's advance SB2356.**

Thank you,



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

LATE

SB-2356

Submitted on: 2/5/2026 10:34:34 AM

Testimony for EIG on 2/5/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Christopher Tipton	Individual	Support	Written Testimony Only

Comments:

I write to offer my support for this bill. Parking minimums cost our society. It costs home builders by forcing them to assure there is room for cars. This then costs home buyers in that the homes are more expensive. It also costs residents in that it presumes each will need a space for a car, even if they do not have nor do not want to own a private vehicle. It costs us all in that it causes us to spread out our cities, making it harder for anyone who wants to walk, bike, or bus between where they live and where they work, study, and play.

Please pass this bill into law.