

Testimony
Bill 2 (2020)



COMMITTEE ON ZONING, PLANNING AND HOUSING
City and County of Honolulu
May 21, 2020, 9:00 A.M.

TESTIMONY IN SUPPORT OF BILL 2 (2020)
Relating to Off-street Parking and Loading

Chair Menor, Vice Chair Waters, and Members of the Committee on Zoning, Planning and Housing:

Blue Planet Foundation supports Bill 2 (2020), a measure to modernize the City & County of Honolulu's (Honolulu's) parking requirements. The proposed bill reduces and "rightsizes" parking minimums for development, provides flexibility for meeting parking requirements, makes parking developments more "people friendly," and prepares for the future of mobility.

We also support the changes proposed in the CD1 offered by Chair Menor.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for clean energy adoption, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust. We appreciate Honolulu's growing leadership on clean energy issues.

Bill 2 recognizes that Honolulu's existing parking requirements not only make construction more expensive and decrease housing opportunities, they encourage driving. Driving is a major source of O'ahu's carbon pollution, and emissions from driving are increasing. On O'ahu, gasoline consumption grew 5% in 2019 over 2018—increasing the island's carbon pollution by nearly 300 million pounds. When parking is too easy and convenient, folks are more likely to drive their personal cars instead of seeking more climate-friendly alternatives such as biking, walking, car-sharing or car-pooling, and public transit.

Bill 2 provides flexibility and reduces parking minimums to encourage more affordable development and more infill development (such as in Iwilei). Such development will help reinvigorate the urban core of Honolulu, further reducing car-dependence. Bill 2 makes a number of other positive and creative amendments to Honolulu's parking requirements to encourage a healthier and more livable island.

Mahalo for this opportunity to provide testimony.

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Speaker Registration/Testimony

Name Lori McCarney
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 Meeting Date 05-21-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Organization
 Organization Hawaii Bicycling League
 Do you wish to speak at the hearing? No

Written
Testimony

The Hawaii Bicycling League supports Bill 2. Resident use of bicycles is on the increase, and we are pleased Bill 2 recognizes this and includes consideration for facilities for the thousands of people who bike. Your continuing efforts to take steps to make our community more bikeable and walkable--and therefore healthier and more affordable, is indeed commendable. Thank you for your hard work to bring this Bill forward. Mahalo!

Testimony
 Attachment
 Accept Terms and Agreement 1

IP: 192.168.200.67



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

**Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission**

**Before the City Council Committee on
ZONING, PLANNING & HOUSING**

**Thursday, May 21, 2020
9:00AM
City Council Chamber**

**In support of
Bill 2 (2020) CD1
RELATING TO OFF-STREET PARKING AND LOADING**

Bill 2 CD1 proposes to comprehensively update the off-street parking and loading requirements in Chapter 21 of the Revised Ordinances of Honolulu 1990. It will address future parking needs, promote better design, encourage the use of alternative transportation means such as bicycle, mass transit, car sharing, ride hailing, and walking; implement goals of vision zero related to mode shifts, increase future rail ridership, and allow for the development of a diversified and sustainable transportation network that is less reliant on SOVs. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission) I offer the following testimony in support of this measure.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, the Commission consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

The Commission’s statement (excerpted) of November 2018 urges the state to, among other actions:

“Explore and develop statewide polices and partner with counties to modernize parking policies and parking management, which will reduce overall emissions, congestion and

Co-Chairs:
Chair, DLNR
Director, Office of Planning

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawa'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

vehicle miles travelled (VMT) from driving, and increase biking, walking, and transit use, to achieve State goals.”

The Commission established emissions of ground transportation reduction as one of its main priorities. Modernizing parking policies can have a significant impact on reducing greenhouse gas emissions, and this measure is a crucial step in addressing this priority.

Thank you for the opportunity to offer testimony in support of this measure.



National Association of
City Transportation Officials

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May 20, 2020

Chair Arthur D. Challacombe and Members of the City and County of Honolulu Planning Commission,

The National Association of City Transportation Officials (NACTO) is writing to express enthusiastic support for the City and County of Honolulu’s proposal to eliminate parking minimums throughout much of the city’s urban core and near transit stops. This is an essential first step towards achieving Honolulu’s climate and affordability goals.

NACTO is a coalition of over 80 North American city and transit agencies including Honolulu. Over the past year, NACTO has provided Honolulu with technical assistance on pedestrian safety street design through the American Cities Climate Challenge, an initiative to accelerate climate action in 25 of America’s largest cities. As the City Council considers this ordinance, we would like to call attention to the following considerations:

Parking minimums can dramatically increase construction costs and keep housing unaffordable¹. A single parking spot can cost anywhere from \$5,000 to \$10,000 to construct, when taking the value of land into account². 17 percent of a unit’s rent is attributed to parking when unbundled, adding a hidden average cost of \$225 to housing—even if a resident does not own a car³. High parking minimums can also discourage the development of housing, particularly the dense, multifamily units that are compatible with sustainable land use practices.

Parking minimums promote driving and result in more parking than is necessary, counter to City & County of Honolulu’s policy goals⁴. An abundance of free parking brings the market price of driving to zero, effectively acting as a hidden subsidy for drivers⁵. It is critical that cities work to reverse this trend at a time when transportation is the single largest source of U.S. greenhouse gas emissions. Averting the worst impacts of climate change requires comprehensive land use and transportation policy reform to reduce the reliance on personal vehicles and improve low-carbon transportation options like walking, biking and transit.

Abolishing parking minimums is now standard practice in cities throughout the U.S. to promote low-carbon transportation options and remove barriers to affordable housing and construction. Over 110 cities nationwide have eliminated parking minimums in at least one neighborhood⁶. Peer cities to Honolulu, including Hartford, Minneapolis and San Francisco, have abolished parking minimums citywide.

¹ <https://www.planning.org/planning/2018/oct/peopleoverparking/>

² <http://cityobservatory.org/the-price-of-parking/>

³ <https://www.reinventingparking.org/2015/06/how-much-does-one-parking-spot-add-to.html>

⁴ <https://nyc.streetsblog.org/2007/03/12/parking-if-you-build-it-they-will-come-in-their-cars/>

⁵ <https://usa.streetsblog.org/2016/12/12/minneapolis-moves-to-eliminate-mandatory-parking/>

⁶ <https://www.sloppleeds.com/parking/>

NACTO fully supports Bill 2 – Rightsizing Parking by the Department of Planning and Permitting and recommends immediate adoption by the Zoning, Planning and Housing Committee.

Corinne Kisner
Executive Director, NACTO