

Rightsizing Parking Regulations

After extensive outreach, research, and discussions with stakeholders, the DPP has prepared a draft bill to update the parking regulations in the Land Use Ordinance. This proposal is intended to implement many of the Council's policies: Vision Zero, Carbon Neutral Corridors, Complete Streets, Affordable Housing, and Ola: Oahu Resilience Strategy. The primary goals are to reduce the cost of development and housing, provide opportunities to support sustainable transit options, reduce vehicle miles traveled, and encourage a free market approach to parking.

1. Simplify Regulations

- All parking related regulations are now in one place
- Fewer permits - Joint use (shared) parking allowed without a permit
- Calculations and categories have been simplified
- Same standards are applied to broader use categories, simplifying changes in use
- Single Residential standard 1:800 square feet of floor area

2. Reduce and Rightsize Parking Minimums

- New categories generally reduce parking minimums island wide
- Eliminates parking minimums where it counts (See map) to let the market decide what is needed, reduce the cost of development and housing (30-50K per space), and support transit and walking
- Creates opportunities to reduce for multi-modal options provided on-site
- Addresses single-family neighborhood parking issues - modest increase over current requirement to be more in line with recent Large Home regulations.

3. Create Flexibility

- Reduced minimums will facilitate redevelopment of historic commercial corridors and infill projects
- Reduced minimums will reduce the impact of parking on new development's site plans, allowing greater flexibility and better design
- Shared parking is simplified, permit not required, calculation is easy
- Shared and off-site parking increases opportunities to maximize existing parking where it is underutilized
- Off-site distance increased from 400 feet to a 5-10 minute walk
- Option to reduce required parking with carshare, bikeshare, motorcycle, moped parking

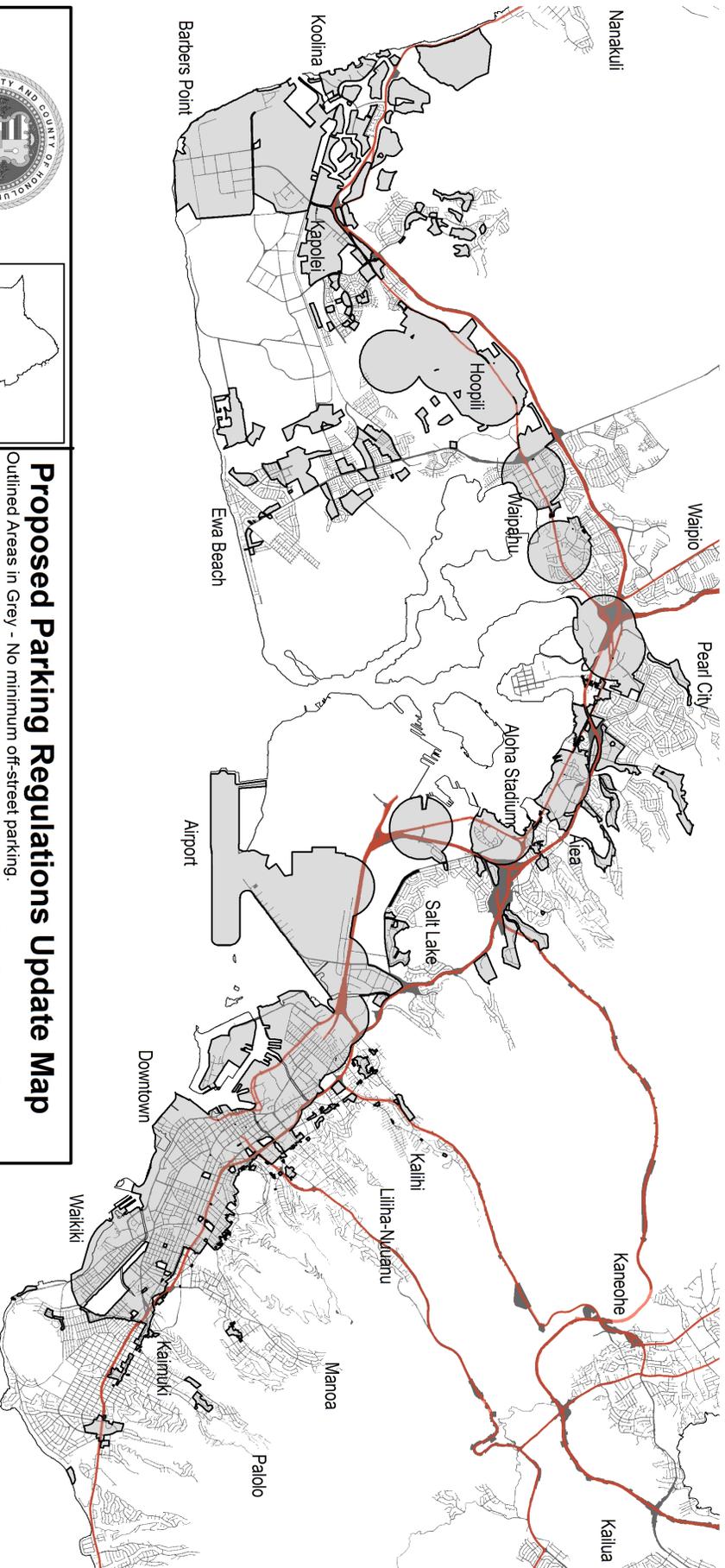
4. Prioritize People

- Parking podium must be wrapped with habitable areas
- Buildings should be in front of parking, or the parking is set back
- Unbundled parking lets those with a car-free or car-lite lifestyle save tens of thousands of dollars, and those who need more spaces can lease additional when needed.
- More trees in parking lots
- Prioritize vehicle entrances from side streets

5. Prepare for the Future

- Required pick-up/drop-off areas for uber, lyft, grubhub, or autonomous vehicle travel.
- Unbundling supports conversion to active spaces
- Fewer large loading spaces, more small loading spaces, which are easier to accommodate, and most used

The full Report, Proposed Bill, and background studies are on our website: honolulu.dpp.org under the News section. Contact DPP's Alex Beatty at 768-8032, or Katia Balassiano at 768-8011 for more information.



Proposed Parking Regulations Update Map

Outlined Areas in Grey - No minimum off-street parking.

Includes all Zoning Districts in the Primary Urban Center and Ewa Development Plan Areas, except those in the Residential, Agricultural, and Preservation zoning districts. Also includes all Zoning Districts within 1/2 Mile of a rail station, within the TOD Special District, and within Waikiki.

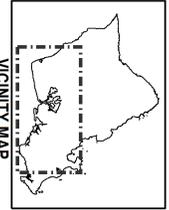
Updated minimum off-street parking ratios will apply everywhere else not identified above.

Any parking provided must comply with the design, dimension, and other standards of the Land Use Ordinance.

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Prepared by: Department of Planning & Permitting
City and County of Honolulu



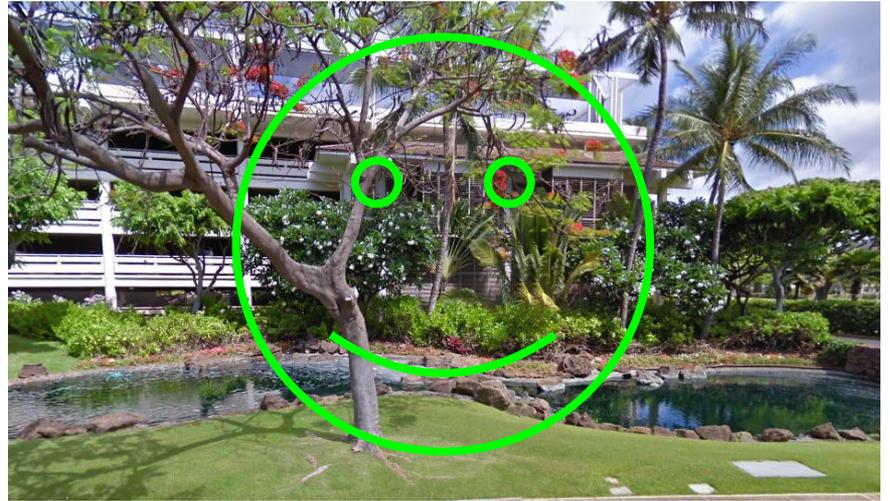
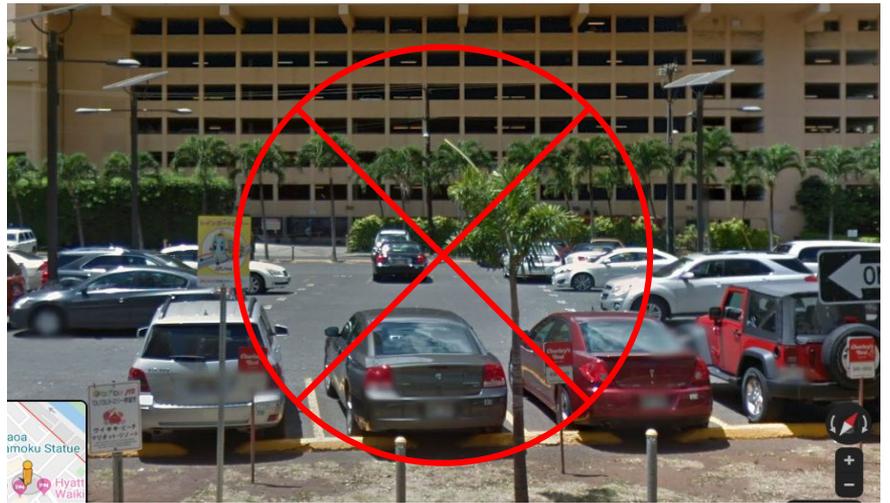
Proposed Parking Ratios

(outside of grey areas above):

- Residential - 1 space per 800 square feet (1:800)
- Commercial - 1:300 or 1:500
- Industrial - 1:2000

Other new standards discussed in the Staff Report

Rightsizing Parking: Bill 2 (2020)



Background

1. LUO Update Outreach
2. Technical Reports:
 - a. Honolulu Context
 - b. Data Assessment
 - c. Best Practices
 - d. Community Engagement
3. Community Outreach
 - a. Group Interviews
 - b. Stakeholder Workshop
 - c. Additional Interviews
 - d. Community Meeting



Why Update Off-street Parking & Loading Now?

1. The *GP*, *DPS*, *SCPs*, and *TOD Plans* tell us to.
2. The *Oahu Resilience Strategy* calls for reducing VMT and Parking standards.
3. Current requirements don't align with vision, needs, or demographics.
4. The Council directed the DPP to update the *Land Use Ordinance*.
5. Initial findings from LUO update indicated Parking is a major barrier.
6. The effort supports other Council initiatives and projects.
7. Proposal supports redevelopment and economic recovery.



What We Learned from Elsewhere, and *Ourselves*

1. Removal of parking minimums allows for context based decisions.
2. Parking is underutilized in the most expensive areas.
3. Car ownership rates are changing, particularly across our south shore.
4. On-street parking regulations (DTS-initiatives) can make spaces available.
5. New transit services reduce the need to own, and park, a car.
6. Two-thirds of commercial property have <125% of the current requirement.
7. A parking space in Honolulu can cost about \$50,000 to build. In Kailua, about \$25,000 per space.

Goal 1: Simplify

1. Consolidate all parking regulations into *LUO* Article 6.
2. Eliminate or revise parking minimums.
3. Streamline permitting and simplify calculations.
4. Group uses into broader categories by their parking demands.
5. Add uses that were missing.
6. Require the same standards of dwelling and lodging type uses, etc.

Goal 2: Reduce Requirement



Goal 3: Provide Flexibility

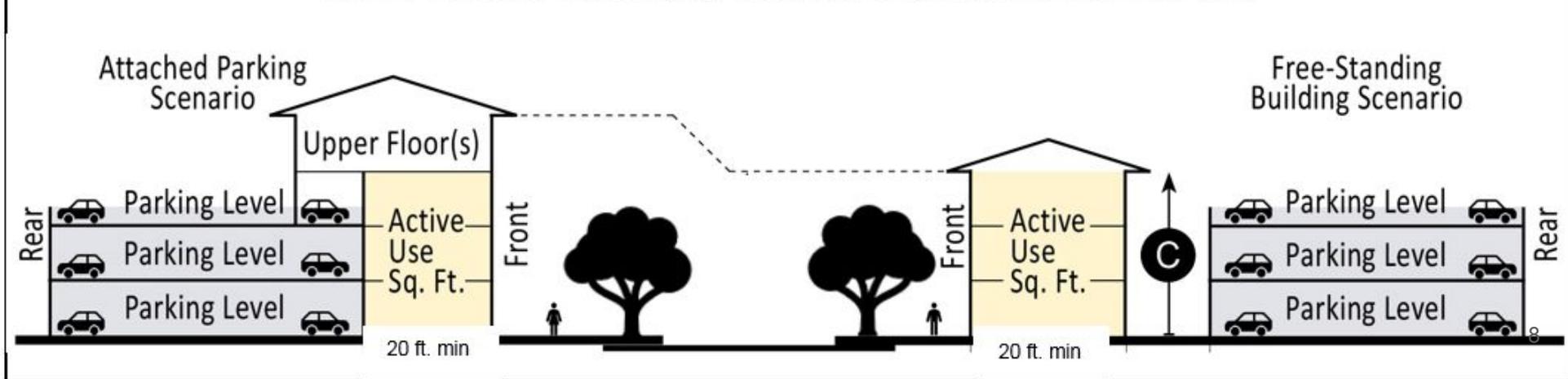
1. “Joint-use” is easier. →
2. Off-site parking expanded: ¼ mile
3. Multi-modal = reduce parking
 - a. Carshare, bikeshare
 - b. Additional bike parking
 - c. Moped and motorcycle parking
4. More bike rack types supported.
 - a. Vertical
 - b. Stacked

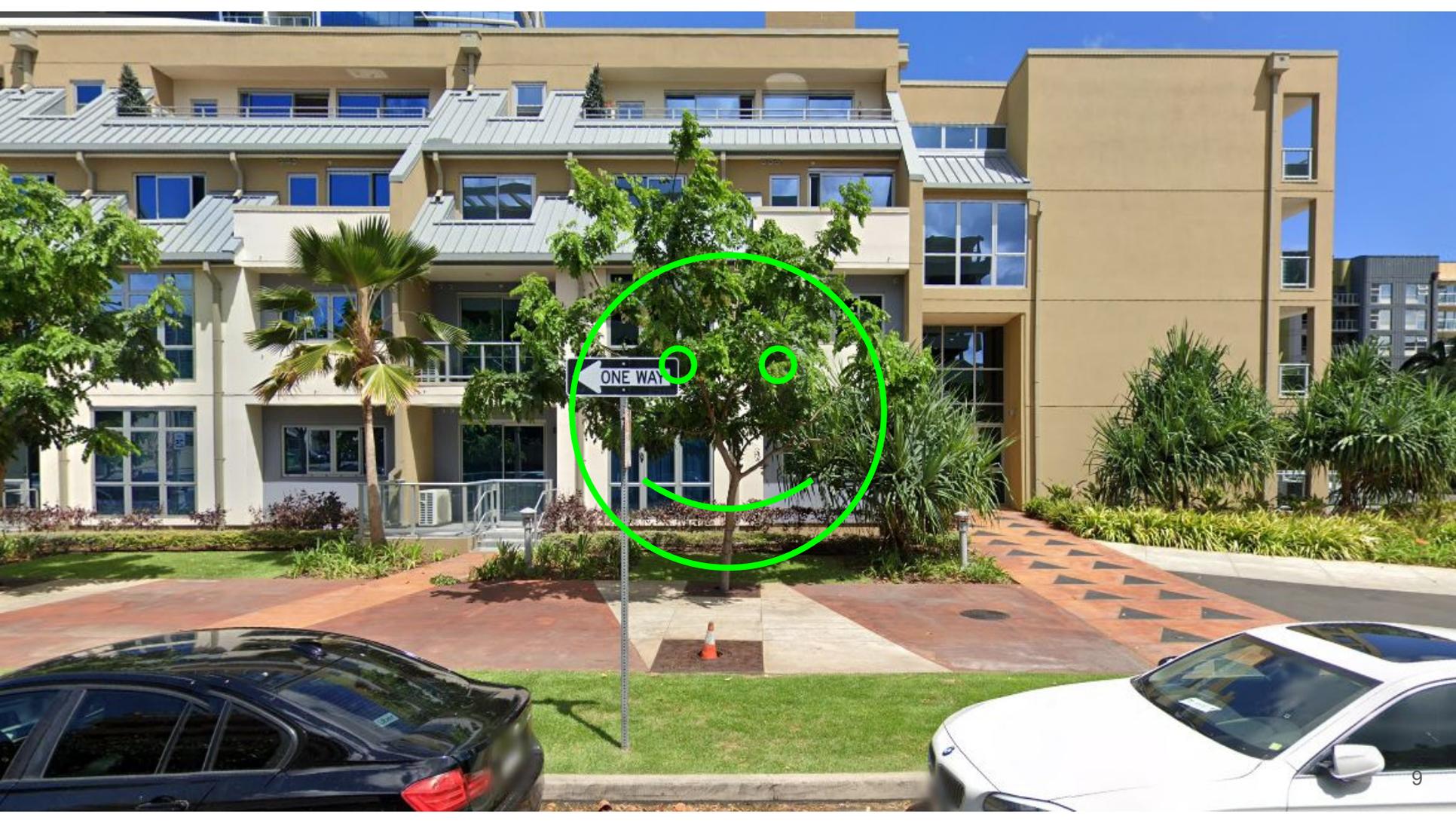
Uses	Residential	Industrial Warehouse/	Office/ Commercial	Retail/ Eating and Drinking Establishment	Hotel/Lodging	Other
Residential	100%	80%	90%	90%	90%	90%
Office/ Warehouse/ Industrial	80%	100%	80%	80%	90%	90%
Retail / Commercial	90%	80%	100%	90%	80%	90%
Eating and Drinking Establishment	90%	80%	90%	100%	90%	90%
Hotel/Lodging	90%	90%	80%	90%	100%	90%
Other	90%	90%	90%	90%	90%	90%
All joint-use parking spaces must be standard size.						
Three different uses	90%					
Four or more uses	80%					

Goal 4: Prioritize People & the Environment Over Cars

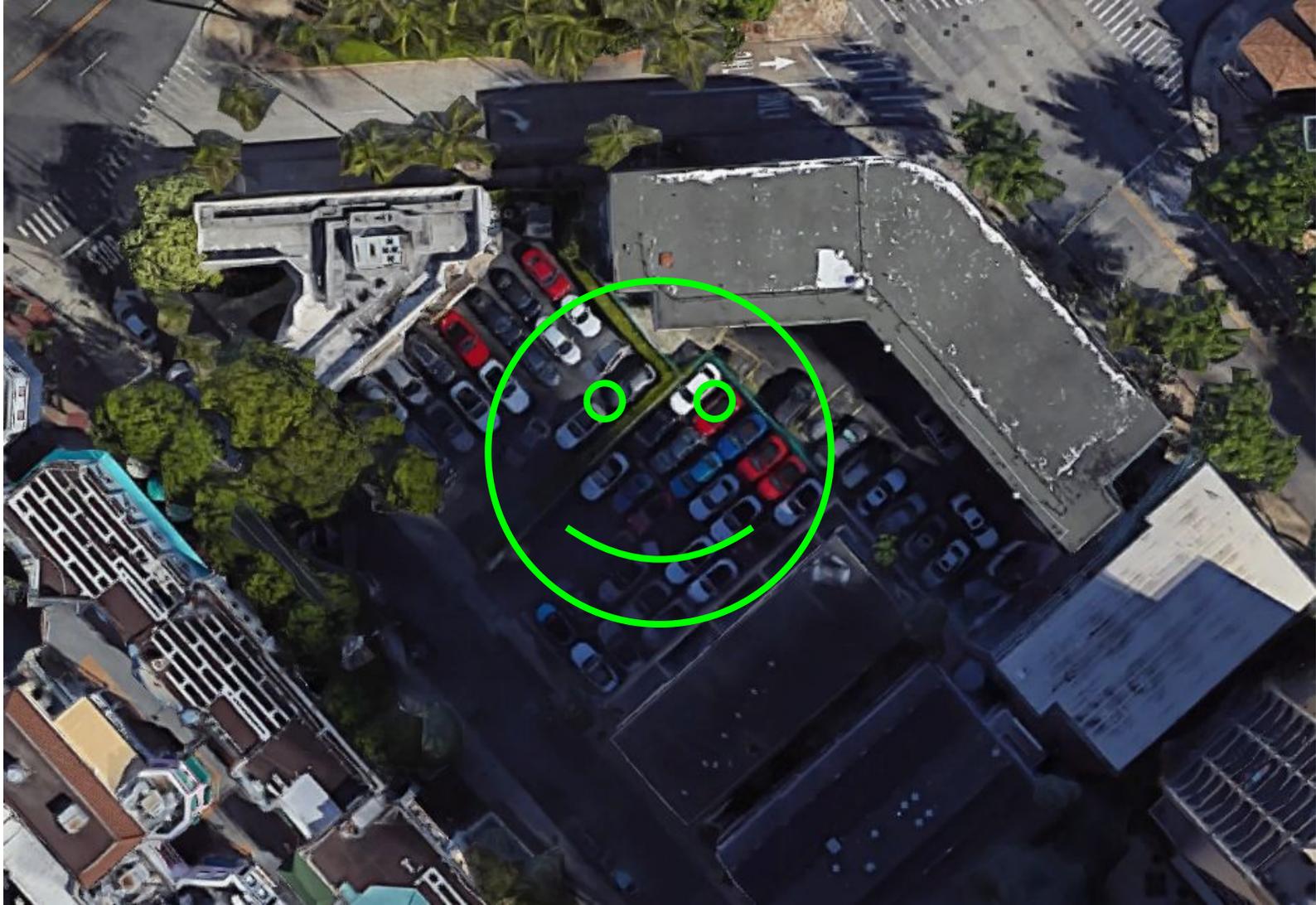
1. More healthy trees in parking lots; more on-site stormwater retention.
2. Wrap or line parking structures and lots with active floor area.
3. Motor vehicle entrances should be from side streets, when possible,

Figure 21-6.5
Cross-section of Parking Structures and Active Floor Area



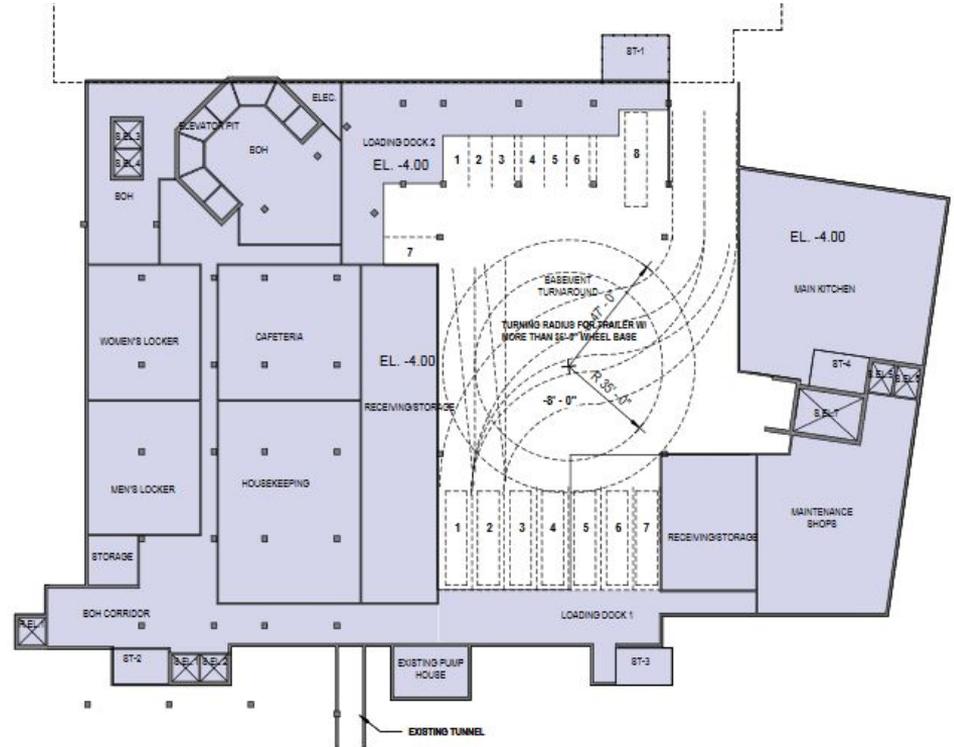


ONE WAY



Goal 5: Update Loading

1. Joint use of loading is allowed by right (on-site) or with an off-site parking and loading permit.
2. The number of larger required loading stalls has been reduced.
3. Loading requirements do not apply to smaller lots, creating infill opportunities.



Goal 6: Parking for the Future

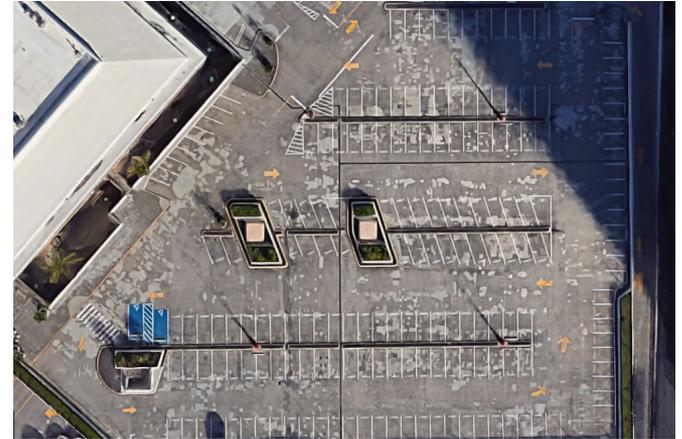
1. Proposed: Unbundling guarantees cost savings are passed onto consumers, and allows a managing entity to make collective decisions about parking. If parking spaces are not used, common ownership could mean redevelopment.
2. Proposed: New areas for passenger and ride hailing services and deliveries.
3. Deferred: Parking maximums: the data doesn't warrant it island wide for now.
4. Addressed: Electric Vehicles: Bill 25 (Energy Code)
5. Deferred: Convert unused parking into floor area, or reconfigure the space for autonomous vehicles. Future amendments may support parking space conversion to housing or other uses.

Summary of Key Elements of Proposed Bill:

1. Simplifies the LUO to improve clarity for public and speed up review times.
2. Eliminates parking minimums where it makes sense, reduces minimum slightly everywhere else. DOES NOT mean that no parking will be provided; rather, the market will determine what is necessary in areas without minimums. DOES NOT establish universal island-wide parking maximum.
3. Establishes parking standards (setbacks or wrapping) to prioritize people over single-occupancy vehicles.
4. Requires unbundled parking to give consumers choice for how much parking they can afford or want. Unbundled parking is key to improving affordability.

COVID-19 Considerations

1. Eliminating parking minimums will reduce construction costs and increase affordability.
2. Cost savings associated with parking reductions can only be passed on to consumers with unbundling.
3. Some proposed design requirements may increase costs. DPP is willing to work with the development community to reduce bottom line impacts, while preserving good design principles.



Mahalo!