

Bill 2, CD1 Testimony

From: CLK Council Info
Sent: Friday, August 28, 2020 1:32 PM
Cc: cheedyson@gmail.com
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Dyson Chee
Phone 8084627570
Email cheedyson@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Aloha Chair Anderson and honorable Council Members,

My name is Dyson Chee and I am an 18 year old college freshman living in Ala Moana. I am submitting this testimony in strong support of Bill 2.

Written
Testimony

As a legal adult who will sooner or later have to move out of his parent's house, one issue that concerns me greatly is the high cost of living. There are multiple factors that contribute to the high cost of living in Hawai'i, and one of those factors is overpayment for parking spaces. 43% of local households that have no cars or just one car overpay for parking they may not use, and I myself do not drive—I bus and walk to most places, and otherwise get a ride from a friend or family member. Bill 2 gives us a chance to unbundle parking, which will help to solve this issue, and contribute to lowering the cost of living in Hawai'i.

Mahalo for considering Bill 2 and for reading my testimony.

Sincerely,
Dyson Chee

Testimony
Attachment

From: CLK Council Info
Sent: Friday, August 28, 2020 1:38 PM
Cc: mioono@hotmail.com
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Mio chee
Phone 8085364891
Email mioono@hotmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No
Written Testimony I support Bill 2. Thank you
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Friday, August 28, 2020 6:18 PM
Cc: steensam000@gmail.com
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Samantha Steenhuis
Phone 8087790220
Email steensam000@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Written Testimony Aloha,
I support this bill because it would make Honolulu more walkable and reduce our dependency on cars. This can help make our island shift to a more green and sustainable future.
Mahalo

Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Friday, August 28, 2020 6:18 PM
Cc: amaya.hirata@keaaau.k12.hi.us
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Amaya Hirata
Phone 8087857406
Email amaya.hirata@keaaau.k12.hi.us
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony Aloha,
My name is Amaya Hirata and I support Bill 2 because if there is less parking on the streets then our roads will be more pedestrian friendly. Less parking could also lead to more space for possible affordable housing. Honolulu needs to be safer for our pedestrians.

Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Friday, August 28, 2020 6:20 PM
Cc: kawaiolaakealii.kapuni@imua.ksbe.edu
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Kawaiolaakealii Kili Kapuni
Phone 8082839216
Email kawaiolaakealii.kapuni@imua.ksbe.edu
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No
Written Testimony I support Bill 2 because it'll support the needs of the community and make Honolulu a more walkable city, therefore reducing the amount of carbon emissions.
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Friday, August 28, 2020 6:20 PM
Cc: jellyjellybeanpurple@gmail.com
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Echo Hirata
Phone 8087857407
Email jellyjellybeanpurple@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Written Testimony
Aloha,
My name is Echo Hirata from Big Island. I am strong support of Bill 2. This bill will help our community, providing housing, and make our community more friendly towards our citizens. We should make a safer and friendlier area, and it saves safe that is not being used. Please pass Bill 2, better our community.

Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Friday, August 28, 2020 8:12 PM
Cc: lucy.fagan@gmail.com
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Lucy Fagan
Phone 8084621285
Email lucy.fagan@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Aloha Chair and Committee,

My name is Lucy Fagan and I am a 16 year old living in Kaimuki. I would like to voice my support for Bill 2 which would unbundle parking and housing.

Written
Testimony

As the world progresses Oahu should too. In the past few years we have become more aware of our climate crisis than ever before, and apart of dealing with it will be transitioning all ways of life to be more sustainable. This includes embracing public transport and turning Honolulu into a place for people, not cars. Bill 2 will help us do this by giving people a choice in weather they want pay parking for a car or not instead of forcing them to automatically. This will help those who already use other means of transportation and also bring our already high cost of living down. By voting yes, you are helping the future of Hawaii.

Thank you for protecting me and my future.

Testimony
Attachment
Accept Terms and Agreement 1

Speaker Registration/Testimony

Name Samantha Steenhuis
 Phone 8087790220
 Email steensam000@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Council
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony Aloha,
 I support this bill because it would make Honolulu more walkable and reduce our dependency on cars. This can help make our island shift to a more green and sustainable future.
 Mahalo

Testimony Attachment
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Speaker Registration/Testimony

Name Amaya Hirata
 Phone 8087857406
 Email amaya.hirata@keaa.k12.hi.us
 Meeting Date 09-02-2020
 Council/PH Committee Council
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

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 My name is Amaya Hirata and I support Bill 2 because if there is less parking on the streets then our roads will be more pedestrian friendly. Less parking could also lead to more space for possible affordable housing. Honolulu needs to be safer for our pedestrians.

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Speaker Registration/Testimony

Name	Kawaiolaakealii Kili Kapuni
Phone	8082839216
Email	kawaiolaakealii.kapuni@imua.ksbe.edu
Meeting Date	09-02-2020
Council/PH Committee	Council
Agenda Item	Bill 2
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I support Bill 2 because it'll support the needs of the community and make Honolulu a more walkable city, therefore reducing the amount of carbon emissions.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Echo Hirata
 Phone 8087857407
 Email jellyjellybeanpurple@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Council
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony
 Aloha,
 My name is Echo Hirata from Big Island. I am strong support of Bill 2. This bill will help our community, providing housing, and make our community more friendly towards our citizens. We should make a safer and friendlier area, and it saves safe that is not being used. Please pass Bill 2, better our community.

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Speaker Registration/Testimony

Name Lucy Fagan
 Phone 8084621285
 Email lucy.fagan@gmail.com
 Meeting Date 09-02-2020
 Council/PH
 Committee Council
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Aloha Chair and Committee,

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Thank you for protecting me and my future.

Testimony
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 and Agreement 1

IP: 192.168.200.67



Email: communications@ulupono.com

HONOLULU CITY COUNCIL REGULAR MEETING
Wednesday, September 2, 2020 - 10:00 a.m. – City Council Chamber

Ulupono Initiative Strongly Supports Bill 2 (2020) CD1, Relating to Off-Street Parking and Loading.

Dear Chair Anderson and Members of the Council:

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

We strongly support Bill 2 (2020) to revise Chapter 21 of the Revised Ordinances of Honolulu 1990, as amended ("ROH"), also known as the Land Use Ordinance ("LUO"), repealing Article 6 of the LUO (Off-street Parking and Loading) and replacing it with an updated, consolidated version.

Currently, most of Honolulu's parking regulations are out of date; lack consistency with the City's plans, policies, and other ordinances; and, in some cases, even obstruct affordable housing development promoted in City plans. The proposed amendments will improve housing affordability by allowing "right-sized" parking and reducing the total overall cost of development, while also accelerating use of carbon-light mobility options and a more sustainable transportation network.

Earlier this month, Ulupono released "[The Costs of Parking in Hawai'i](#)," a report that sheds light on the costs of developing, operating, and maintaining common types of parking facilities in the state of Hawai'i. The report gathers information on representative costs for each county's direct construction costs and land costs; considers representative carrying costs for different housing products and different income groups; and estimates cost impacts on commercial carrying costs. It focuses on several types of common parking facilities in Hawai'i, including urban Honolulu and other parts of O'ahu. Of note on O'ahu, representative costs span from \$22,500 per space for on-grade residential parking to the high end of \$57,000 for commercial garage parking. From these numbers, the report also developed potential profiles of how these costs may fall on different types of members in our communities, such as the following:

- A single person renting a small studio unit in an urban Honolulu high-rise building with podium parking could be spending up to \$410 per month to support a single parking space. If they earned only 50% of the area median income (AMI), this could represent up to 37% of their rent (based on maximum allowable rent). A comparable scenario in a transit-oriented development (TOD) area still would require \$205 per month. This is true even if they didn't own a car or use the space.
- If this was a senior couple with a one-bedroom unit of 600 square feet, also in a building with podium parking in urban Honolulu, the same \$410 monthly cost would apply to support the one space required by code, but it could represent up to 35% of their rent if the couple's AMI was 50%.

Investing in a Sustainable Hawai'i

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 | Ph: 808.544.8960 | Fax: 808.432.9695 | ulupono.com

- A family of three looking to buy a two-bedroom, 1,000-square-foot unit in a high-rise development in urban Honolulu (podium parking) could be paying \$84,000 for the two parking spaces currently required by land use ordinances (Kaka'ako rules, if applicable, would have no minimum). If the unit cost \$425,000, which is the median sales price for a condominium on O'ahu in 2019, then parking would represent 20% of the purchase price. Carrying costs for the two spaces, including their operating costs, could represent about \$820 per month.
- A retail store located outside of the urban core on O'ahu could be expected to allocate 1-2% of its gross sales to support parking facilities, meaning that for every \$10 spent by consumers, up to 20 cents may be necessary to support the required parking.

Bill 2 (2020) represents the implementation of all of the City & County of Honolulu's planning efforts over the past ten years — from the General Plan and TOD plans to the Resilience Strategy and Pedestrian plans. It is essential to acknowledge the community support for a more compact and environmentally sustainable community within all of those efforts that this bill helps actualize. Since early 2019, the City & County of Honolulu Department of Planning and Permitting's (DPP) efforts on off-street residential parking have included important data-gathering and assessment activities, a review of best practices nationwide, substantial engagement with the local community through stakeholder workshops, focus groups, and subsequent public and additional stakeholder meetings.

Some have emphasized that there exists a market demand among homebuyers/renters who are willing, and more importantly able, to pay higher housing costs for a maximum number of parking stalls. This ignores buyers and renters who do not need multiple parking stalls, do not drive at all, or simply wish to have the option not to pay for parking stalls they don't use. Given our county and state efforts to increase affordable housing, this also undermines equity within our community by prioritizing multi-car households, especially when that means limiting – in this case, prohibiting – options for one-car or no-car households.

Over the last several months, various stakeholder groups have discussed this bill's benefits and come to significant agreement on the majority of the bill, including a desire to move the bill through the Council process and signed into law this year. There remain some key issues worth noting that are not agreed upon that deal broadly with unbundling and pedestrian-oriented design. It is important to note that many organizations are working to help bridge these issues. From our accounting, these include active discussions with the Land Use Research Foundation and its developer stakeholders as well as Ulupono Initiative, American Association of Retired Persons, Blue Planet Foundation, Blue Zones Project, Catholic Charities, Elemental Excelsior, Faith Action for Community Equity, Hawai'i Appleseed Center for Law and Economic Justice, Hawai'i Habitat for Humanity, Hawaiian Community Development Board, The Michaels Group, Natural Resources Defense Council, RCAC, Trees for Honolulu's Future, and 350Hawaii. There are many additional organizations to note that have testified in support of Bill 2 (2020) and have participated in the larger planning processes that laid the foundation for this legislation, including such governmental organizations as the Hawai'i State Climate Change Commission, Hawai'i State Energy Office, National Association of City Transportation Officials, C&C Department of Transportation Services, C&C Office of Climate Change, Sustainability, and Resiliency, and the Honolulu Climate Commission (forthcoming).

Ulupono remains confident that solid technical and community solutions can be found, given the larger agreement and inherent trade-offs discussed to date. This bill provides critical elements that will ensure that the community benefits are shared and universally accessible. The unbundling provisions are essential for consumer choice on what is most important to them regarding transportation. It is one of the few ways we can help ensure that the reduced development costs can help support reduced housing and transportation costs for our community members, especially for the 69% of households without personal automobiles that are low-income. It is also important to note that unbundling has existed and



flourished in cities such as Seattle, San Diego, San Francisco, and Santa Monica (see attachment). These cities have clearly shown that unbundling is possible and does not inhibit development.

The pedestrian-oriented design elements help improve our streetscape, especially for 43% of households with one car or less¹, the estimated 35% that commute via non single-occupancy modes², and the average 20% of the workforce that commutes via transit every day under normal circumstances³. While some may view these elements as an inconvenience, this design tells the community that policymakers are prioritizing people over cars.

These needed policy updates to how we govern off-street parking will produce all of these benefits while helping to make parking more accessible for those who truly do need it — and not required for those who don't.

Thank you for the opportunity to testify in support of this bill.

Respectfully,

Amy Hennessey, APR
Senior Vice President, Communications & External Affairs

*Note: UluPono Initiative values this measure before the Council today and appreciates the opportunity for continued civic engagement; however, we are unable to attend in person due to concerns around COVID-19 and to remain consistent with company policy and government directives encouraging social distancing. Thank you for your understanding.

¹ <https://census.hawaii.gov/acs/acs-2018/1-yr-dp/>

² <https://files.hawaii.gov/dbedt/economic/databook/db2019/section12.pdf>

³ <http://www.thebus.org/Performance/Bus/Fixed%20Route%20-%20%20%20%20%20%20%201-2020%20Performance.pdf>

<https://www.hawaiibusiness.com/oahus-buses-are-crowded-again-and-riders-worry/>

<https://files.hawaii.gov/dbedt/economic/databook/db2019/section12.pdf>

Attachment: Highlight of unbundling policies in other communities

Jurisdictions across the U.S. have passed unbundled parking policies as part of their rightsizing parking approaches. These include the four cities in the following matrix as well as cities like Boulder, Colorado and Bellevue, Washington or cities like Berkeley, California where unbundling is actively being considered at their city council. The below summarizes policies from a few key cities, including Santa Monica and San Diego which have comparable transit ridership share as in Honolulu.

City, State	Year	Components	Rationale	Benefits
San Diego, CA	2019	Require any parking spaces that are provided be unbundled, meaning that the cost of parking must be paid separately and optional from the purchase price or rent of a home, excluding qualifying affordable housing projects in transit priority areas.	Passed as part of "Housing San Diego" reforms to facilitate easier, less expensive and faster construction of homes.	<ol style="list-style-type: none"> 1) Reduce housing costs, given parking spaces cost between \$35,000 and \$90,000 2) Decrease greenhouse gas emissions by shifting from cars to other modes of transportation 3) Implement transportation amenities for community benefit 4) Increase housing and mobility options for residents
San Francisco, CA	2008	Require unbundling of parking in new multi-unit buildings with 10 or more dwelling units. Spaces must be sold or leased separately from the rental or sale of dwelling units.	Reduce housing costs	<ol style="list-style-type: none"> 1) Reduce traffic congestion 2) Encourage use of sustainable transportation modes (walking, cycling, transit) 3) Reduce housing and building costs
Santa Monica, CA	2015	Require parking be sold or leased separately from sale or lease of all commercial units and for off-street parking provided for residential buildings with four or more units, or conversions of buildings to residential units with 10 or more units.	Support the General Plan's goal of creating an integrated transportation and land use program	<ol style="list-style-type: none"> 1) Reduce citywide peak period vehicle trips. 2) Make more efficient modes of transportation – walking, biking, transit, and carpooling – more attractive. 3) Manage parking resources more efficiently
Seattle, WA	2018	Require unbundled parking for rental of commercial units (4000 sq ft or larger) and residential buildings to expand housing options and make the cost of parking more transparent.	Promote policies in the Mayor and Council's Housing Affordability and Livability Agenda, Move Seattle's transportation strategy, the City's Comprehensive Plan, and other City policies and Plans.	<ol style="list-style-type: none"> 1) Manage off-street parking most efficiently and reduce unused parking by making it easier to rent out or share parking spaces. 2) Prioritize housing affordability to preserve and enhance the ability of people of all economic means to live in Seattle. Parking is a significant factor in the cost of housing. 3) Promote better quality and more secure and more comfortable bicycle parking facilities. 4) Help achieve local and regional environmental objectives to achieve air quality, climate change, and natural environmental protection goals.

Source: INNOVATIVE PARKING MANAGEMENT AND REDUCTION POLICIES AND PRACTICES memo prepared by Urban Land Institute, Building Healthy Places Initiative, Center for Sustainability and Economic Performance, with additional research by the American Cities Climate Challenge.



HONOLULU CITY COUNCIL
City and County of Honolulu
September 2, 2020, 10:00 A.M.

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

Aloha Chair Anderson, Vice Chair Kobayashi, and Members of the City Council:

Blue Planet Foundation **supports Bill 2 (2020)**, which is an important measure that can help us shift development patterns on O‘ahu to put people—not cars—first, and help Honolulu residents reduce their transportation-related greenhouse gas emissions. Bill 2 can help Honolulu reach its climate goals, provide more flexibility for both residents and developers, reorient our communities around people, and reduce the costs of development and the costs of housing.

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.

Honolulu’s existing parking requirements make construction more expensive, decrease housing opportunities, and encourage people to drive more frequently, which increases both gasoline consumption and greenhouse gas emissions. Driving is a major source of carbon pollution on O‘ahu, 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. Although the COVID-19 pandemic has temporarily decreased driving, without deliberate and forward-thinking planning, we risk accelerating this trend of increased transportation emissions as Hawai‘i residents go back to work and tourists return, especially with lower than usual oil prices.

What’s more, when parking is too easy and convenient, or when a parking stall is automatically added onto housing costs, folks are more likely to own and drive personal cars instead of seeking more climate-friendly alternatives such as biking, walking, car-sharing or car-pooling, and public transit.

Bill 2 will modernize Honolulu’s off-street parking regulations in two important ways:

Right-sizing parking requirements: *Transcending Oil*—a Hawai‘i-based report that assesses our best opportunities for meeting our clean energy commitments—estimated that 29% of

vehicle miles traveled could be eliminated through rightsizing and pricing parking correctly.¹ Bill 2 will rightsize Honolulu's outdated parking requirements by eliminating parking minimums, creating flexibility for developers to establish parking that meets residents' needs while building the foundation for a less car-dependent transportation system. Research undertaken for the Honolulu Urban Core Master Plan showed that existing parking in Honolulu is underutilized, with approximately 25-30% of stalls going unused in certain housing structures during peak use.² Bill 2 will ensure that developers are able to build parking to demand, without the type of excess parking that can encourage additional car purchases and vehicle miles traveled.

Unbundles parking costs from housing costs: Developers agree that parking is very expensive to build, costing up to \$50,000 per parking stall in Honolulu.³ Currently, the cost of parking is hidden within a rent or mortgage, and is paid for through monthly housing payments. In urban Honolulu, a single parking stall could add as much as \$410 to a monthly rental cost.⁴ At the same time, we are building more parking than many O'ahu residents need: 43% of O'ahu households have zero or one car, and 69% of the households without cars are low-income.⁵

Bill 2 addresses this mismatch by unbundling the purchase of parking from the purchase of housing. Unbundled parking allows residents to actively choose how many stalls they need and are willing to pay for, demystifies the price they'll be paying for those stalls, and makes it easier for residents to choose a car-light lifestyle. When a parking stall is automatically purchased with housing, a person may be more likely to purchase a car by default. When given a choice, however, a resident may prefer to pay lower rent by opting out of parking and instead use public transit, their bike, and car share to get around. These types of mode shift are integral to reducing Hawai'i's transportation impacts. Bill 2 will provide residents with options outside of the current one-size-fits-all parking approach and ensure residents only have to pay for the parking they need.

Finally, Bill 2 will improve our communities. The bill will allow the City to dynamically address parking needs while supporting people-oriented development and design, promoting active transportation and living, and helping transform Honolulu into a more resilient and sustainable community. Instead of committing large areas of community land to vehicles or vehicle storage,

¹ See Rhodium Group (commissioned by Elemental Excelsior), *Transcending Oil: Hawai'i's Pathway to a Clean Energy Economy* (2018), <https://www.transcendingoil.com>.

² See Walker Parking Consultants (commissioned by City and County of Honolulu), *Honolulu Urban Core Parking Master Plan* (2015), https://www.oahumpo.org/wp-content/uploads/2016/09/37-8151.03-Task-8-Parking-Meter-Study_FINAL.pdf

³ See Ulupono Initiative, *The Costs of Parking in Hawai'i* (2020), http://ulupono.com/news_posts/report-reveals-the-hidden-costs-of-parking-in-hawaii

⁴ *Id.*

⁵ See U.S. Census Bureau, *American Community Survey* (2018). https://files.hawaii.gov/dbedt/census/acs/acs2018/acs2018_1yr/dp/acs2018_1yr_counties_hi.pdf

Bill 2 opens that space up for other uses including more housing, retail, or community services.

Passing Bill 2 is a critical step in refocusing development to prioritize people, lower housing costs, and reduce the harmful climate impacts of our car-centric transportation system. Please move this measure forward.

Mahalo for the opportunity to provide testimony.

From: CLK Council Info
Sent: Monday, August 31, 2020 5:58 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Soo San Takiguchi
Phone 8089899398
Email sschake@faithactionhawaii.org
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Written
Testimony

Aloha Chair and Council Members
Please vote 'Yes' on Bill 2 to create a greener, cleaner and more affordable Oahu. Honolulu's current parking requirements are outdated and have not been revised in approximately 30 years. Many cities across the nation have adopted similar parking and unbundling policies and are seeing great results. The transportation sector is now the leading cause of greenhouse gas emissions in the U.S., by rightsizing outdated parking requirements residents will be encouraged to use more cleaner modes of transportation. A cleaner, safer and more walkable environment is beneficial for all Hawaii residents. Unbundling parking also gives Oahu residents more options and could save them thousands of dollars when renting or purchasing property. Building a single parking space can add an additional \$25,000 to \$60,000 to construction costs. These costs are passed on to residents, regardless of whether or not they have a car. Bill 2 will "unbundle" those costs so people can choose to pay just for what they need and will make housing more affordable by giving developers the ability to decide how much parking is needed. Bill 2 will also help us protect our 'āina and climate by encouraging greener transportation options like walking, biking, and public transit. Also, by setting back parking lots and garages from the street, Bill 2 will make streets safer and more pleasant for people to walk—increasing foot traffic and supporting local businesses. Climate change is an urgent threat to all Hawaii residents and critical

action needs to be taken now, it cannot wait. Bill 2 will move Hawaii closer to its goal of 100% renewable energy by 2045 by encouraging residents to use cleaner modes of transportation and prioritize people over cars. We need a strong Bill 2 to make Honolulu more affordable to live, breathe, and thrive.

Thank you for your consideration.

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, August 31, 2020 6:05 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Jamie Pires
Phone 8084285932
Email jamieleepires87@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Written
Testimony

I strongly support Bill 2. I think as a city we need to be more intentional about the buildings and developments we want to see in our city, as well as be discerning about their environmental impacts. The new revisions under Bill 2 will help to make our city more walkable, cleaner, greener, and have more 'green space.' This makes the city more enjoyable for visitors and residents alike. It also encourages residents and visitors to use public transit and other more sustainable modes of transportation.

Honolulu's current parking requirements are outdated and have not been revised in approximately 30 years. Building a single parking space can add an additional \$25,000 to \$60,000 to construction costs. These costs are passed on to residents, regardless of whether or not they have a car. Bill 2 will "unbundle" those costs so people can choose to pay just for what they need and will make housing more affordable by giving developers the ability to decide how much parking is needed.

Bill 2 will also help us protect our 'āina and climate by encouraging greener transportation options like walking, biking, and public transit. Also, by setting back parking lots and garages from the street, Bill 2 will make streets safer and more pleasant for people to walk—increasing foot traffic and supporting local businesses. Climate change is an urgent threat to all Hawaii residents and critical action needs to be taken now, it cannot wait. Bill 2 will move Hawaii closer to its goal of 100% renewable energy by 2045 by encouraging

residents to use cleaner modes of transportation and prioritize people over cars. We need a strong Bill 2 to make Honolulu more affordable to live, breathe, and thrive.
Please vote Yes on Bill 2. Mahalo.

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From: CLK Council Info
Sent: Monday, August 31, 2020 6:08 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Jennifer Schake
Phone 8083082494
Email honokini@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
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Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony Please Support Bill 2. We need immediate action to mitigate the effects of climate change in our islands. Bill 2 may only be a small part of the bigger picture, but it is a step in the right direction of getting Hawaii to its goal of 100% renewable energy by 2045.

Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, August 31, 2020 6:10 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Joshua Takiguchi
Phone 2153853678
Email joshua.takiguchi@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony

Please vote 'Yes' on Bill 2 to create a greener, cleaner and more affordable Oahu. Honolulu's current parking requirements are outdated and have not been revised in approximately 30 years. Building a single parking space can add an additional \$25,000 to \$60,000 to construction costs. These costs are passed on to residents, regardless of whether or not they have a car. Bill 2 will "unbundle" those costs so people can choose to pay just for what they need and will make housing more affordable by giving developers the ability to decide how much parking is needed. Bill 2 will also help us protect our 'āina and climate by encouraging greener transportation options like walking, biking, and public transit. Also, by setting back parking lots and garages from the street, Bill 2 will make streets safer and more pleasant for people to walk—increasing foot traffic and supporting local businesses. Climate change is an urgent threat to all Hawaii residents and critical action needs to be taken now, it cannot wait. Bill 2 will move Hawaii closer to its goal of 100% renewable energy by 2045 by encouraging residents to use cleaner modes of transportation and prioritize people over cars. We need a strong Bill 2 to make Honolulu more affordable to live, breathe, and thrive.

Testimony Attachment
Accept Terms and Agreement 1

From: CLK Council Info
Sent: Monday, August 31, 2020 8:02 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name John Kawamoto
Phone 8088522656
Email jk1492@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2, CD 1
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? Yes

My name is John Kawamoto, and I support Bill 2.

In 2015 Hawaii conscientiously adopted the goal of 100% renewable energy by 2045 in order to do our part to reduce the effects of climate change. We want our earth to be habitable by human beings for generations to come.

The burning of fossil fuels is the major cause of climate change. Despite its worthy environmental goal, Hawaii has not reduced its use of petroleum since the goal was established. In fact, the use of petroleum has increased since then.

Written Testimony

A multitude of efforts are needed to successfully address climate change, and Bill 2 is one of them. More specifically, the bill reduces the use of personal vehicles and the use of petroleum by redesigning the urban landscape. The bill does this primarily by unbundling parking, which also reduces housing costs, and by adding setback requirements to make neighborhoods with dense housing more walkable.

The setback requirements are intended to mix dense housing with urban amenities, such as grocery stores, restaurants, retail shops, entertainment, health clinics, child care centers, and social agencies. The setback requirements also make these neighborhoods more

walkable by encouraging urban amenities to be located in the front of buildings. Parking garages fronting a project detract from "walkability." If a parking garage is located at the front of a project, it should be screened from the view of pedestrians by a wide setback with trees and other plantings. The setback requirements of Bill 2 do not affect projects with buildings that are in front of parking garages when the buildings have at least 20 feet of active uses.

Bill 2 includes requirements for unbundling parking. Some people have claimed that the unbundling requirements of Bill 2 are universal, but they are not. There are exemptions that would apply in many cases.

Urban Honolulu is experiencing an oversupply of off-street parking, resulting largely from existing off-street parking requirements. Unbundling addresses this inefficient use of resources. It would allow purchasers of condominium apartments to decline to purchase a parking stall. This discourages the ownership of personal vehicles, and also brings down the cost of housing. Unbundling would be particularly appealing to the 17% of the households on Oahu that do not own personal vehicles.

Despite the environmental benefits of unbundling and the setback requirements of Bill 2, several housing developers oppose them. They say that some of their current projects do not comply with Bill 2. Their reaction is understandable because change is often difficult. But change is the underlying purpose of the bill -- to change the urban environment -- and to make it more environmentally sustainable.

We cannot go on doing what we've been doing all along and hope to successfully address climate change. Instead, we can change the urban environment to make it more walkable, to bring urban amenities within walking distance, and, ultimately, to make Oahu more energy efficient.

Honolulu's land use ordinance has undergone many changes through the years, and housing developers have shown that they are creative, intelligent, and adaptable. I believe they will be able to adapt to Bill 2 and continue to produce housing for the people of Hawaii. Housing developers, environmentalists, government officials, and everyone else will be able to work together to build housing in ways that are environmentally sustainable.

Testimony
Attachment
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and Agreement

1

From: CLK Council Info
Sent: Monday, August 31, 2020 8:46 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Amy K. Brinker
Phone 808-230-0085
Email amybrinker@mac.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020)
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No

Aloha Chair Menor, Vice Chair Waters, and Council Members,

I support this bill and again thank you for your action on policy that impacts the future sustainability of our island in many ways. This is ultimately a triple—bottom line win with positive outcomes socially, environmentally, and financially.

While shifts like this may require some uncomfortable transitions in process, planning, and budgeting by key stakeholders, systemic change is critical now more than ever. COVID has shown us that we can all make major adjustments quickly when we understand the need to do so.

Written
Testimony

Mahalo for seeing and understanding the needs of our residents - current and future - that are happy to live without a car or parking stall. The alternatives of walking, hiking, and riding the bus allow these current and future buyers to save time, save the planet, and save money (to spend on a mortgage or local food, for example).

As a car-free, stall-free condo owner, I would know!

Mahalo,

Amy K. Brinker

Sustainability Professional

Ala Moana/Waikiki Resident

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, August 31, 2020 8:51 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Griff Jurgens
Phone 8087530960
Email gjurgens12@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Support Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Aloha,

Mahalo for the work you put into making the City & County of Honolulu a better place to live. I realize that there is a lot of behind the scenes work that goes into your roles and decisions. Thank you.

I am writing in strong support of Bill 2 (2020), "Relating to Off-Street Parking and Loading". How cities should be built has been pushed too far in favor of large-scale developers and not with the focus of the community members themselves. Bill 2 provides an opportunity to help stop this momentum and put people, not cars, first.

Written Testimony

The costs of parking get hidden in rent costs for many people. Some, if not most of these people don't even need the parking or are in low-income/ front line communities. 43% of households in Honolulu own one car or less. There needs to be a choice of how many stalls residents need - which will lead to fewer cars on the road and more use of public transportation. This will in turn help cut our CO2 emissions greatly.

We are in need of a "walkable city" that promotes health and a cleaner way of living. This bill does not have all the answers but does a good job of moving us in the right direction.

Thank you all for your time,
Griff Jurgens
Honolulu, HI 96816

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, August 31, 2020 10:12 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Celia Valenzuela
Phone 8083823285
Email cvalenzuela21@punahou.edu
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

My name is Celia Valenzuela and I am a 17 year old student living in Nu'uuanu. I am testifying in support of Bill 2, which would unbundle parking and housing.

Written Testimony

We need to start planning for the future we need to see; a clean and equitable one. Bill 2 gives us the opportunity to start advancing towards that. While parking doesn't seem inherently related to many of the things we are fighting for, as has been highlighted throughout the pandemic, everything is interconnected. By requiring less parking and unbundling it from apartments we are allowing people to choose their method of transport and encouraging them to use cleaner modes of options such as walking, biking, busing, and eventually utilizing the rail. This also helps those who already get around by these means and reduce our already high housing costs. The renter should be able to make their own decision and see the true cost of their parking without it automatically being added to their monthly bill. Our roads already have enough cars on them and we should be pushing in every way possible to help make Hawaii a quieter, cleaner, and people friendly place. As our climate crisis grows more dire with catastrophes happening all across the country, Hawaii should be proud to know they are doing their part, and our part includes transitioning away from fossil fuel driven cars.

Mahalo for protecting our futures.

From: CLK Council Info
Sent: Monday, August 31, 2020 11:52 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Benjamin E Trevino
Phone 8082254725
Email bentut@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Support for Bill 2, "Relating to off-street parking and loading"
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

I am testifying in strong support of Bill 2 (2020), "Relating to Off-Street Parking and Loading". This is an important bill that can shift our development patterns on Oahu to put people—not cars—first.

I have lived without a car as a matter of personal choice and affordability in Honolulu for over 5 years. For many, this does not seem to be an option -- partially because our development patterns suggest that it is not. The condo that I own has a parking spot attached to it, that I also own and is currently vacant. For resale value, I must hold onto it. But I would much rather be able to save that cost and invest in public transit, walking, and biking facilities that I use.

Written
Testimony

Parking induces congestion. If we are more judicious about our use of parking, all of the ills of congestion - safety, stress, heat, emissions, quality of experience will dissipate as well.

This bill can reduce the consumption of fossil fuels in the transportation sector while improving livability and quality of life in Honolulu. Please pass Bill 2.

Mahalo,

Benjamin Eduardo Trevino, Honolulu, HI 96815

Evelyn Hao
President

Rev. Won-Seok Yuh
Vice President-
Clergy

William Bekemeier
Vice President-
Laity

Jon Davidann
Treasurer

Deanna Espinas
Secretary

Ashleigh Loa
Acting Executive
Director

Soo San Schake
Assistant
Director



Honolulu City Council
Ikaika Anderson, Chair & Presiding Officer
Ann H. Kobayashi, Vice Chair
Carol Fukunaga, Floor Leader
September 2, 2020 at 10 am

Supporting Bill 2

Faith Action for Community Equity is an organization of religious and community organizations driven by a spiritual commitment to improving the quality of life for all of the people of Hawaii by addressing the root causes of social justice challenges.

Faith Action for Community Equity (formerly FACE) is a 24-year-old grassroots, interfaith organization that includes 18 congregations and temples, a union, health center, housing association and three advocacy organizations on Oahu. Our vision is a Hawaii where all residents have equal access to adequate affordable housing, economic opportunity, a great education, and a clean environment which allows them to live a full, healthy lifestyle.

Faith Action strongly supports Bill 2 which right-sizes parking minimums, ‘unbundles’ parking for housing units, and encourages new developments to prioritize people over cars – making our neighborhoods safer, more walkable, cleaner and sustainable.

Honolulu's current parking requirements are outdated and have not been revised in approximately 30 years. Recent studies show that the outdated parking requirements result in an oversupply of parking and a significant cost to construction. A single parking space can add an additional \$25,000 to \$60,000 to construction costs. These costs are passed on to residents, regardless of whether or not they have a car. A single renter on Oahu could be paying as much as 37% of their housing rent on parking they do not need. Bill 2 will “unbundle” these costs so residents can choose to pay just for what they need, and developers have the ability to decide on how much parking to build.

Bill 2 also disincentivizes personal vehicle ownership while encouraging more sustainable modes of transportation, which would greatly lower our carbon footprint. Currently, the transportation sector accounts for the highest amount of greenhouse gases emitted in the U.S. Hawaii not only has the highest cost of living but is also the most fossil fuel dependent state in the nation.

Passing Bill 2 will bring our state closer to its goal of 100 percent renewable energy by 2045, as well as help to create affordable housing and a cleaner, safer, and resilient community for all.

Thank you for this opportunity to testify.

Evelyn Aczon Hao, president

From: CLK Council Info
Sent: Tuesday, September 1, 2020 5:52 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Mary Weir
Phone 808 352 7394
Email mary.e.weir@gmail.com
Meeting Date 09-01-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony

Dear Chair Anderson and Council Members,
Aloha, this is Mary Weir. I am a member of Faith Action for Community Equity, and live in Kailua. I am in support of Bill 2. We must consider new policies to increase the development of desperately needed affordable housing in Hawaii. Bill 2 lowers the cost of building affordable housing and lowers the cost to renters who choose not to own a car. Many of our young people are choosing greener transportation options like walking, biking, ride sharing and public transit over using and maintaining a costly vehicle. If not paying for a car stall lowers their rent, they would be all for it. Many of our kupuna also would be overjoyed to move into a rental that charged less because they no longer own and drive a car. Bill 2 would help us build more affordable housing and decrease the cost of rent. We need to encourage residents to use cleaner modes of transportation and to prioritize people over cars. I urge you to vote "Yes" on this important legislation.
Mahalo, Mary Weir

Testimony Attachment
Accept Terms and Agreement 1

From: CLK Council Info
Sent: Tuesday, September 1, 2020 6:54 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Scott Dukart
Phone 5057200594
Email scottdukart@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020)
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony

My name is Scott Dukart and I live in Liliha. I respectfully urge you to vote yes to support a strong Bill 2 at the upcoming August27 meeting of the Zoning, Planning, and Housing Committee to make housing more affordable and make Honolulu safer and greener.

—, . . .
Bill 2 will also help us protect our 'ama and climate by discouraging driving and encourage greener transportation options like walking, biking, and public transit. Also, by setting back parking lots and garages from the street, Bill 2 will make streets safer and more pleasant for people to walk—increasing foot traffic and supporting local business. We need a strong Bill 2 to make Honolulu more affordable to live, breathe, and thrive.

I hope you consider voting yes on this important legislation. Thank you. Scott Dukart

Testimony Attachment
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IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, August 31, 2020 8:18 PM
Subject: Public Infrastructure, Technology and Sustainability Speaker Registration/testimony

Speaker Registration/Testimony

Name Rachel M Saul
Phone 5202456094
Email rachelsaul10@gmail.com
Meeting Date 09-02-2020
Council/PH Committee PITS
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization

Do you wish to speak at the hearing? No

Please make Honolulu more walkable, bikabke and increase affordable housing.

Written Testimony

And for goodness sake OPEN THE HIKING TRAILS. COVID DOES NOT SPREAD THERE.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67



Email: communications@ulupono.com

HONOLULU CITY COUNCIL REGULAR MEETING
Wednesday, September 2, 2020 - 10:00 a.m. – City Council Chamber

Ulupono Initiative Strongly Supports Bill 2 (2020) CD1, Relating to Off-Street Parking and Loading.

Dear Chair Anderson and Members of the Council:

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

We strongly support Bill 2 (2020) to revise Chapter 21 of the Revised Ordinances of Honolulu 1990, as amended ("ROH"), also known as the Land Use Ordinance ("LUO"), repealing Article 6 of the LUO (Off-street Parking and Loading) and replacing it with an updated, consolidated version.

Currently, most of Honolulu's parking regulations are out of date; lack consistency with the City's plans, policies, and other ordinances; and, in some cases, even obstruct affordable housing development promoted in City plans. The proposed amendments will improve housing affordability by allowing "right-sized" parking and reducing the total overall cost of development, while also accelerating use of carbon-light mobility options and a more sustainable transportation network.

Earlier this month, Ulupono released "[The Costs of Parking in Hawai'i](#)," a report that sheds light on the costs of developing, operating, and maintaining common types of parking facilities in the state of Hawai'i. The report gathers information on representative costs for each county's direct construction costs and land costs; considers representative carrying costs for different housing products and different income groups; and estimates cost impacts on commercial carrying costs. It focuses on several types of common parking facilities in Hawai'i, including urban Honolulu and other parts of O'ahu. Of note on O'ahu, representative costs span from \$22,500 per space for on-grade residential parking to the high end of \$57,000 for commercial garage parking. From these numbers, the report also developed potential profiles of how these costs may fall on different types of members in our communities, such as the following:

- A single person renting a small studio unit in an urban Honolulu high-rise building with podium parking could be spending up to \$410 per month to support a single parking space. If they earned only 50% of the area median income (AMI), this could represent up to 37% of their rent (based on maximum allowable rent). A comparable scenario in a transit-oriented development (TOD) area still would require \$205 per month. This is true even if they didn't own a car or use the space.
- If this was a senior couple with a one-bedroom unit of 600 square feet, also in a building with podium parking in urban Honolulu, the same \$410 monthly cost would apply to support the one space required by code, but it could represent up to 35% of their rent if the couple's AMI was 50%.

Investing in a Sustainable Hawai'i

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 | Ph: 808.544.8960 | Fax: 808.432.9695 | ulupono.com

- A family of three looking to buy a two-bedroom, 1,000-square-foot unit in a high-rise development in urban Honolulu (podium parking) could be paying \$84,000 for the two parking spaces currently required by land use ordinances (Kaka'ako rules, if applicable, would have no minimum). If the unit cost \$425,000, which is the median sales price for a condominium on O'ahu in 2019, then parking would represent 20% of the purchase price. Carrying costs for the two spaces, including their operating costs, could represent about \$820 per month.
- A retail store located outside of the urban core on O'ahu could be expected to allocate 1-2% of its gross sales to support parking facilities, meaning that for every \$10 spent by consumers, up to 20 cents may be necessary to support the required parking.

Bill 2 (2020) represents the implementation of all of the City & County of Honolulu's planning efforts over the past ten years — from the General Plan and TOD plans to the Resilience Strategy and Pedestrian plans. It is essential to acknowledge the community support for a more compact and environmentally sustainable community within all of those efforts that this bill helps actualize. Since early 2019, the City & County of Honolulu Department of Planning and Permitting's (DPP) efforts on off-street residential parking have included important data-gathering and assessment activities, a review of best practices nationwide, substantial engagement with the local community through stakeholder workshops, focus groups, and subsequent public and additional stakeholder meetings.

Some have emphasized that there exists a market demand among homebuyers/renters who are willing, and more importantly able, to pay higher housing costs for a maximum number of parking stalls. This ignores buyers and renters who do not need multiple parking stalls, do not drive at all, or simply wish to have the option not to pay for parking stalls they don't use. Given our county and state efforts to increase affordable housing, this also undermines equity within our community by prioritizing multi-car households, especially when that means limiting – in this case, prohibiting – options for one-car or no-car households.

Over the last several months, various stakeholder groups have discussed this bill's benefits and come to significant agreement on the majority of the bill, including a desire to move the bill through the Council process and signed into law this year. There remain some key issues worth noting that are not agreed upon that deal broadly with unbundling and pedestrian-oriented design. It is important to note that many organizations are working to help bridge these issues. From our accounting, these include active discussions with the Land Use Research Foundation and its developer stakeholders as well as Ulupono Initiative, American Association of Retired Persons, Blue Planet Foundation, Blue Zones Project, Catholic Charities, Elemental Excelsior, Faith Action for Community Equity, Hawai'i Appleseed Center for Law and Economic Justice, Hawai'i Habitat for Humanity, Hawaiian Community Development Board, The Michaels Group, Natural Resources Defense Council, RCAC, Trees for Honolulu's Future, and 350Hawaii. There are many additional organizations to note that have testified in support of Bill 2 (2020) and have participated in the larger planning processes that laid the foundation for this legislation, including such governmental organizations as the Hawai'i State Climate Change Commission, Hawai'i State Energy Office, National Association of City Transportation Officials, C&C Department of Transportation Services, C&C Office of Climate Change, Sustainability, and Resiliency, and the Honolulu Climate Commission (forthcoming).

Ulupono remains confident that solid technical and community solutions can be found, given the larger agreement and inherent trade-offs discussed to date. This bill provides critical elements that will ensure that the community benefits are shared and universally accessible. The unbundling provisions are essential for consumer choice on what is most important to them regarding transportation. It is one of the few ways we can help ensure that the reduced development costs can help support reduced housing and transportation costs for our community members, especially for the 69% of households without personal automobiles that are low-income. It is also important to note that unbundling has existed and



flourished in cities such as Seattle, San Diego, San Francisco, and Santa Monica (see attachment). These cities have clearly shown that unbundling is possible and does not inhibit development.

The pedestrian-oriented design elements help improve our streetscape, especially for 43% of households with one car or less¹, the estimated 35% that commute via non single-occupancy modes², and the average 20% of the workforce that commutes via transit every day under normal circumstances³. While some may view these elements as an inconvenience, this design tells the community that policymakers are prioritizing people over cars.

These needed policy updates to how we govern off-street parking will produce all of these benefits while helping to make parking more accessible for those who truly do need it — and not required for those who don't.

Thank you for the opportunity to testify in support of this bill.

Respectfully,

Amy Hennessey, APR
Senior Vice President, Communications & External Affairs

*Note: Ulupono Initiative values this measure before the Council today and appreciates the opportunity for continued civic engagement; however, we are unable to attend in person due to concerns around COVID-19 and to remain consistent with company policy and government directives encouraging social distancing. Thank you for your understanding.

¹ <https://census.hawaii.gov/acs/acs-2018/1-yr-dp/>

² <https://files.hawaii.gov/dbedt/economic/databook/db2019/section12.pdf>

³ <http://www.thebus.org/Performance/Bus/Fixed%20Route%20-%20%20%20%20%20%2001-2020%20Performance.pdf>

<https://www.hawaiibusiness.com/oahus-buses-are-crowded-again-and-riders-worry/>

<https://files.hawaii.gov/dbedt/economic/databook/db2019/section12.pdf>

Attachment: Highlight of unbundling policies in other communities

Jurisdictions across the U.S. have passed unbundled parking policies as part of their rightsizing parking approaches. These include the four cities in the following matrix as well as cities like Boulder, Colorado and Bellevue, Washington or cities like Berkeley, California where unbundling is actively being considered at their city council. The below summarizes policies from a few key cities, including Santa Monica and San Diego which have comparable transit ridership share as in Honolulu.

City, State	Year	Components	Rationale	Benefits
San Diego, CA	2019	Require any parking spaces that are provided be unbundled, meaning that the cost of parking must be paid separately and optional from the purchase price or rent of a home, excluding qualifying affordable housing projects in transit priority areas.	Passed as part of "Housing San Diego" reforms to facilitate easier, less expensive and faster construction of homes.	<ol style="list-style-type: none"> 1) Reduce housing costs, given parking spaces cost between \$35,000 and \$90,000 2) Decrease greenhouse gas emissions by shifting from cars to other modes of transportation 3) Implement transportation amenities for community benefit 4) Increase housing and mobility options for residents
San Francisco, CA	2008	Require unbundling of parking in new multi-unit buildings with 10 or more dwelling units. Spaces must be sold or leased separately from the rental or sale of dwelling units.	Reduce housing costs	<ol style="list-style-type: none"> 1) Reduce traffic congestion 2) Encourage use of sustainable transportation modes (walking, cycling, transit) 3) Reduce housing and building costs
Santa Monica, CA	2015	Require parking be sold or leased separately from sale or lease of all commercial units and for off-street parking provided for residential buildings with four or more units, or conversions of buildings to residential units with 10 or more units.	Support the General Plan's goal of creating an integrated transportation and land use program	<ol style="list-style-type: none"> 1) Reduce citywide peak period vehicle trips. 2) Make more efficient modes of transportation – walking, biking, transit, and carpooling – more attractive. 3) Manage parking resources more efficiently
Seattle, WA	2018	Require unbundled parking for rental of commercial units (4000 sq ft or larger) and residential buildings to expand housing options and make the cost of parking more transparent.	Promote policies in the Mayor and Council's Housing Affordability and Livability Agenda, Move Seattle's transportation strategy, the City's Comprehensive Plan, and other City policies and Plans.	<ol style="list-style-type: none"> 1) Manage off-street parking most efficiently and reduce unused parking by making it easier to rent out or share parking spaces. 2) Prioritize housing affordability to preserve and enhance the ability of people of all economic means to live in Seattle. Parking is a significant factor in the cost of housing. 3) Promote better quality and more secure and more comfortable bicycle parking facilities. 4) Help achieve local and regional environmental objectives to achieve air quality, climate change, and natural environmental protection goals.

Source: INNOVATIVE PARKING MANAGEMENT AND REDUCTION POLICIES AND PRACTICES memo prepared by Urban Land Institute, Building Healthy Places Initiative, Center for Sustainability and Economic Performance, with additional research by the American Cities Climate Challenge.

From: CLK Council Info
Sent: Tuesday, September 1, 2020 8:46 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Marsha Johnson
Phone 919-819-6217
Email m2john3@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020)
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Dear City Council,

I support Bill 2 and hope you will too. I ask you to support a strong bill 2 to be passed by the end of the year.

I would have loved the option to purchase a condo without parking. I take the bus and walk almost everywhere and it would have saved me a lot of money if parking was not included.

I encourage you to support Bill 2 to and ensure it includes all of the important sections, including:

Written Testimony

For equity and affordability in housing and transportation options:
Parking minimum reform and unbundling of parking

To ensure safe, walkable streets for local residents, like myself, who walk: setbacks and design standards for parking

To promote climate action and clean transportation options such as biking, bikeshare, car share, transit and EV charging access:
overall parking flexibility in the bill.

Now is the time to take real action on climate change and affordability. Please support Bill 2 (2020) and help us create the

future we want.

Thank you!

Sincerely,
Marsha Johnson
Resident
96815

Testimony
Attachment

Accept Terms and
Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, September 1, 2020 8:54 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Jonas Vibell
Phone 808-457-2100
Email drjonasvibell@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020)
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Dear City Council,

I strongly support Bill 2 and hope you will also support Bill 2 regarding the LUO and parking. Please pass Bill 2 by the end of the year. Now is the time. This is our chance.

Bill 2 will help us reach our climate goals and provide clean clean transportation options such as biking, bikeshare, car share, transit and EV charging access. Please ensure Bill 2 provides overall parking flexibility.

Written Testimony

Please support Bill 2 and make sure it includes equity and affordability in housing and transportation options such as parking minimum reform and unbundling of parking. Bill 2 will create safe, walkable streets for local residents if it includes setbacks and design standards for parking.

Now is the time to take real action on affordable housing and transportation and climate change. Please support Bill 2 (2020) and ensure it passes by the end of this year.

Thank you for your time and energy. We appreciate what you do as City Council.

Best,

Jonas Vibell
Resident
96815

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, September 1, 2020 9:05 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Asia Yeary
Phone 808-342-5675
Email yeary.asia@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020)
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Dear City Council Members,

I strongly support Bill 2 because it will help Honolulu with more affordable housing and transportation options and help us meet our climate goals. Please support Bill 2 (2020) and ensure it passes by the end of this year. Now is the time.

I have a family and I understand the importance of having access to a car when necessary, even though we do prefer to bicycle, bus and walk. Bill 2 does not make it so families cannot have a car or parking place, it just provides options so we can choose not to pay for parking if we would like and save money for more important life activities.

Written
Testimony

Please help families like mine, who rather save money than pay for parking and support Bill 2. My 4 year old is growing up in a different world and it is our responsibility to make sure this world is as livable as possible. Passing Bill 2 will help make Honolulu more livable.

Right-sizing parking requirements is essential. In the Transcending Oil, a Hawaii-based assessment of how best to meet our clean energy commitments, it was estimated that 29 percent of vehicle miles traveled could be eliminated through rightsizing and pricing parking correctly. Current parking-centric development not only

encourages car sales but also encourages people to drive more frequently, which increases both gasoline consumption and greenhouse gas emissions. Bill 2 will right-size parking requirements island-wide, creating flexibility for developers to establish parking that meets residents' needs while building the foundation for a less car-dependent transportation system. This is especially important in urban Honolulu.

Unbundles parking costs from housing costs: Currently, the cost of parking is hidden within a rent or mortgage, and is paid for through monthly housing payments. In urban Honolulu, a single parking stall could add \$410 to a monthly rental cost. However, 43% of Oahu households have zero or one car, and 69% of households without cars are low-income. Unbundling the purchase of parking from the purchase of housing allows residents to actively choose how many stalls they need and are willing to pay for, demystifies the price they'll be paying for those stalls and makes it easier for residents to choose a car-light lifestyle. A person, when given the choice, may opt not to pay the extra cost for a parking stall, but instead to pay the lower rent and use public transit, their bike, and car share to get around; the type of mode shift that is integral to reducing Hawaii's transportation impacts. Bill 2 will provide residents with options outside of the current one-size-fits-all parking approach and ensure residents only have to pay for the parking they need.

Passing Bill 2 is a critical step in refocusing development to prioritize people, lower housing costs, and reduce the harmful climate impacts of our car-centric transportation system.

Please support Bill 2 and help create the Honolulu we want to leave for our children. The time is now.

Thank you for your service to our community, especially during these trying times.

Sincerely,

Asia Yeary
Mother
Resident
96815

Testimony
Attachment
Accept Terms
and Agreement

1

IP: 192.168.200.67

NRDC ACTION FUND



September 1, 2020

The Honorable Ikaika Anderson, Chair and Presiding Officer,
and Members of the Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawai'i 96813

Dear Chair Anderson and Councilmembers:

Many of your constituents, supporters of the Natural Resources Defense Council Action Fund (NRDC Action Fund), have written directly to you and to Mayor Caldwell to express support for a strong Bill 2 (2020) -- a landmark bill that can fix Honolulu's outdated parking requirements to provide more affordable housing options and help fight the climate crisis.

These Honolulu residents are listed below in order that their support be included in written testimony in support of a strong Bill 2 (2020).

Thank you for your consideration.

Dear Honolulu City Councilmembers:

I'm writing to express my support for Bill 2 (2020) -- a landmark bill that will help provide more affordable housing options in Honolulu and help fight the climate crisis.

Honolulu's outdated parking requirements are resulting in unnecessary parking being built, increasing housing costs for low-income renters who can't afford cars -- as well as young adults, seniors, and other individuals who cannot drive or are choosing not to own a car at all.

Right now, renters in Honolulu can be required to pay \$5,000 more per year in rent because of parking requirements -- even if they don't own cars. That's a huge, unnecessary cost for already economically vulnerable households.

Outdated parking requirements drive up the cost of living for everyone on O'ahu: even folks who walk or ride the bus to a restaurant or store have to pay more because the business has to pay for required parking. That's hardest on the people with the lowest incomes, and on small businesses trying to survive.

Now Honolulu has a huge opportunity to address this problem by passing Bill 2, which will help reduce the cost of living by enabling residents to pay only for the parking they need, and give businesses more flexibility.

Bill 2 is also a key step to tackle the climate crisis by reducing driving and encouraging cleaner transportation options such as walking, biking, and public transit.

A STRONG Bill 2 will help pass on affordability and flexibility to residents through unbundling (separating the cost of parking from the cost of a home) and using setbacks to keep streets safe, tree-lined, and walkable.

As the coronavirus ravages our economy and public health, we need to focus on sustainable and equitable policies for recovery. And that includes ensuring that everyone has access to the most affordable housing options possible on a resilient O'ahu.

Please vote YES on a STRONG Bill 2!

Thank you so much for your time.

Signed:

Robert	Nehmad	Honolulu	HI	96825
Mark	Van Horne	Honolulu	HI	96822
Terry	Aguiar	Honolulu	HI	96815
Susan	Lam	Honolulu	HI	96816
Suyin	Phillips	Honolulu	HI	96821
Wesley	K. Nanamori	Honolulu	HI	96826
Javier	Mendez	Honolulu	HI	96817
Margaret	Woo	Honolulu	HI	96822
Victor	Hemmy III	Honolulu	HI	96825
Evelyn	Nakamura	Honolulu	HI	96816

Virginia	Bennett	Honolulu	HI	96822
Judith	Cucco	Honolulu	HI	96825
Katie	Clifford	Honolulu	HI	96814
B.A.	McClintock	Honolulu	HI	96814
Stewart E.	Wiggers	Honolulu	HI	96814
Josie	Cristobal	Honolulu	HI	96826
Dominique	Spurling	Honolulu	HI	96826
Delia	Almares	Honolulu	HI	96816
Francine	Costello	Honolulu	HI	96819
Caroline	Kunitake	Honolulu	HI	96823
Evelyn	Hao	Honolulu	HI	96822
Jodie	McIntee	Honolulu	HI	96839
Earl	Kim	Honolulu	HI	96813
Jim	Harstad	Honolulu	HI	96816
Amber	Barajas	Honolulu	HI	96822
Lorna	Holmes	Honolulu	HI	96817
Doug	Mencoff	Honolulu	HI	96814

American Cities
Climate Challenge

September 1, 2020

The Honorable Ikaika Anderson, Chair and Presiding Officer,
and Members of the Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawai'i 96813

Dear Chair Anderson and Councilmembers:

Re: Bill 2 (2020) LUO Amendment Relating to Off-Street Parking and Loading

The Natural Resources Defense Council (NRDC) is writing to support a strong Bill 2 (2020) LUO Amendment Relating to Off-Street Parking and Loading. **A strong Bill 2 will make housing more affordable, create safer and more vibrant streets, protect the climate, and promote a more sustainable future for O'ahu.**

Honolulu's current parking regulations create a complicated, expensive system that drives up costs for developers and residents alike. Current regulations force developers to build more parking than residents demand; 22% of renter households in central Honolulu do not own a car, and 43% of all households on O'ahu have one or no cars.

Honolulu's current parking regulations are making housing even more unaffordable. Constructing a single parking stall on O'ahu can cost \$22,500 to \$57,000, and this cost is passed on to residents. Nationally, renters pay \$1,700 per year on average for parking – whether they own cars or not. A [new report](#) from the Ulupono Initiative finds that in Honolulu, these costs can be much higher: **Based on median home prices, a family of three could end up paying over \$800 a month, 20% of their home's purchase price—just for parking.** For this reason, many American cities have already taken action to reduce parking requirements and so reduce housing cost.

By reducing parking minimums and requiring an “unbundling” system in which people pay for only the parking spaces they will use, Bill 2 saves money for developers *and* residents:

- **Reducing parking minimums reduces costs and increases choice for developers** around how much parking they build;
- **Unbundling reduces costs and increases choice for tenants and homebuyers** about how much parking they want to use and pay for.

Unbundling is critical as it passes on the savings to residents. It ensures that they actually benefit from the savings of a car-free or car-light lifestyle. Unbundling makes sure that only those who actually need and use parking have to pay for it. This is key for low-income residents – who make up 69% of O'ahu households without a car – and the many young and older adults who are increasingly electing not to bear the significant expense of owning a car at all. Several U.S. cities – including those with transit mode share similar to or lower than Honolulu's – have seen success with unbundling, including Santa Monica, San Diego, Seattle, and Bellevue.

Honolulu, like cities across the world, is facing grave threats from climate change. Transportation is the state's largest source of greenhouse gas emissions, and more driving means more carbon pollution. Research has shown that oversupplying parking causes people to drive more: one study found that a 10 percentage point increase in parking spaces leads to an 8 percentage point increase in commuting by car. It's time to level the playing field for transportation that is sustainable and climate-friendly.

Bill 2 increases options: People who still want cars and parking can have them, but people with one or no car won't have to pay for parking they don't use. Developers can and will still build parking, but are not required to build more than they deem the market will need and pay for. Everyone will benefit from streets more conducive to riding public transit, biking, and walking.

Bill 2 also contains provisions to make new parking facilities more people-friendly. It requires parking to be wrapped with habitable buildings, or set back to provide space for trees, which makes streets safer, more pleasant places to walk. This encourages more foot traffic, which is good for local businesses. Bill 2 also enables parking to be shared, which will help relieve pressure on residential neighborhoods with limited street parking. Bill 2 also mandates pick-up/drop-off zones, a smart step amid increased activity by businesses like Uber and Grubhub.

In addition to removing parking minimums, a strong Bill 2 will include:

- Unbundling, ideally requiring parking to be leased rather than sold;
- Setbacks with enough room for healthy trees;
- Wrapped buildings so that parking lots and garages do not front the sidewalk.
- Requiring most parking access at the side or back of the building, not the front; we strongly encourage this to reduce driveways crossing the sidewalk to keep pedestrians safe – especially children and the elderly.

In adopting a strong Bill 2, Honolulu will join many livable, walkable American cities. San Francisco, San Diego, Santa Monica, Minneapolis, Seattle, and New York are just a few cities that have successfully taken similar or stronger steps to reform parking regulations.

NRDC urges this Council to take this proven step towards making Honolulu a more affordable and sustainable city.

Sincerely,

Amanda Eaken
Director of Transportation
American Cities Climate Challenge
Natural Resources Defense Council

Elizabeth Stampe
City Strategist for Honolulu
American Cities Climate Challenge
Natural Resources Defense Council

From: CLK Council Info
Sent: Tuesday, September 1, 2020 9:35 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Victoria Larson
Phone 8016444729
Email larsontori94@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? Yes

I am testifying in strong support of Bill 2 (2020), "Relating to Off-Street Parking and Loading". This is an important bill that can shift our development patterns on Oahu to put people—not cars—first.

Bill 2 will modernize the City & County of Honolulu's outdated parking policies. It will create more flexibility and options for Honolulu residents and developers while prioritizing a wide range of community benefits. Bill 2 will help Honolulu reach our climate goals, reorient our community around people, and reduce the costs of development and the costs of housing.

Written Testimony Because Honolulu's parking requirements are outdated, we're building more parking than many residents need: 43% of households own one car or less, where housing costs are high. I own an apartment in the Ala Moana area and do not own a car. My apartment is bundled with a parking spot, a service that we do not need. I am still obligated to pay for this parking spot even though it is not in use, so not only are we wasting money, we are wasting space. The unbundling outlined in Bill 2 allows residents, like myself, to actively choose how many stalls they need and are willing to pay for, demystifies the price they'll be paying for those stalls and makes it easier for residents to choose a car-light lifestyle.

Finally, Bill 2 will improve our communities. The bill will allow the City

to dynamically address parking needs while supporting people-oriented development and design, promoting active transportation and living, and helping transform Honolulu into a more resilient and sustainable community. That means safer streets, more shade trees, and better access to rideshare and delivery services. Instead of committing large areas of community land to vehicles or vehicle storage, Bill 2 opens that space up for other uses including more housing, retail, or community services.

Mahalo,

Victoria Larson
Honolulu, Hawaii, 96815

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, September 1, 2020 9:49 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Calvin Foo Pham
Phone 8172391940
Email cfpham@yahoo.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Written Testimony

I support moving this bill forward. I am aware there are still compromises that need to be made with some interested parties and support the Zoning, Planning, and Housing Committee Chair's opinion that this bill needs to keep making good-faith progress. This reform to the land use ordinance is important to help promote a transition denser, transit-accessible housing that should also be accompanied by investments in mass public transportation. I want the developers to be able to build what they want to build in an effort to reduce construction and maintenance costs while also ensuring that new developments help establish more walkable communities connected to employment, food, and cultural resources. We need to stop letting the way we develop force people into thinking that the only viable method of transportation is a personal automobile instead of their feet, The Bus, bikes/bike share, transportation network companies, car share, or other alternative forms of transportation. Changes proposed in Bill 2 should help make housing more affordable and convenient for those who do not have the economic privilege of personal automobile access; further changes should also prioritize making car-free and car-light lifestyles more attractive for people to willingly choose to give up their automobiles. As a young person, I want to choose to give up my automobile and rely on transit while living in a dense, walkable community to lower my carbon footprint. However, given the way Honolulu has been built over decades, I'm left with no affordable housing options that make giving

up my automobile an easy decision. The more affordable housing we can get into dense, walkable transit-oriented development areas, the sooner young people like me can thrive in our community and do our parts to live greener.

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, September 1, 2020 9:59 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Alex Naumov
Phone 8084949300
Email alexeirus2005@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2 (2020), CD1
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Aloha Chair Anderson and Councilmembers,

I am writing to urge your passage of a strong Bill 2 at this Council hearing, and in final before the end of the year.

Local communities, and indeed the globe, are facing so many challenges from the existing affordability and climate change crises, to the health and economic impacts of the COVID. Now is time for us to think differently in how we move forward, rather than pursuing the same policies.

Written Testimony Bill 2 would do just that by reforming parking policies, and offer more affordable housing options to residents, create safer and more vibrant streets, protect the climate, promote clean transportation options and a more sustainable future for O'ahu.

My family recently moved apartments, and because of limited parking and other transportation options available, downsized from a two-car household to a one-car household. While I know every situation is different for families, for us the limited parking available in our building helped us prioritize new ways to commute to work, preschool, or daily needs by carpool, bus or walking, and helped us save hundreds per month on additional car, insurance and parking costs.

These same decisions should be available to all residents, and not decided by developers who choose how much parking to build and offer to residents. Keeping policies like unbundling in Bill 2 will help ensure that more affordable options are available for families. Unbundled parking helps offer cheaper options for car-free or car-lite families to pay for only the parking they need - and instead spend limited resources on housing and other family needs.

Additionally, other policies in Bill 2 governing parking lot and structure design will help promote more walkable and safe streets. We need these - especially given added pressure from COVID to commute safely. These policies are an essential, not "nice to have", complement to reducing parking minimums and unbundling parking -- if more people will be able to choose to commute by transit, car share, bike share, bike or walking more often, we will need safe access to those same buildings rather than the default always being to only how fast cars can enter and exit a residence or business.

Thank you for your ongoing leadership on these issues.

Alex

Testimony
Attachment

Accept Terms
and Agreement

1

IP: 192.168.200.67

Honolulu City Council
September 2, 2020 at 10:00 a.m.
City Council Chamber

SUPPORTING BILL 2

Faith Action for Community Equity is a coalition of religious and community organizations driven by a spiritual commitment to improve the quality of life for all of the people of Hawaii by addressing the root causes of social justice challenges.

Bill 2 is the first step that the City's Department of Planning and Permitting is taking to re-vamp Honolulu's Land Use Ordinance in order to make Oahu's urban landscape more livable and energy efficient. For example, Bill 2 is intended to make urban spaces more walkable and less dependent on cars, thereby reducing the dependence on imported fossil fuels.

This bill is consistent with Hawaii's goal of achieving 100% clean energy by 2045. Hawaii is making progress in many areas toward this goal, but no progress has been made in reducing fuel for ground transportation according to the Hawaii State Energy Office. Bill 2 addresses that issue through urban design.

Bill 2 is widely supported by environmental groups. Housing developers generally support the bill, but object primarily to the "unbundling" and setback requirements.

Unbundling. Unbundling separates the purchase of a living unit from a parking stall, and the unbundling requirements of Bill 2 would affect many types of housing. One reason for unbundling is to reduce housing prices. About 17% of the households in Honolulu do not own a car. The average construction cost of one aboveground parking stall has been estimated to be \$25,000. Unbundling would enable households that don't own a car to reduce their cost of housing because they wouldn't have to pay for a parking stall.

Another reason for unbundling is to reduce the number of unused off-street parking stalls, of which there are many in Honolulu. In addition, cities that have adopted unbundling requirements have experienced a reduction in the use of personal vehicles.

Setbacks. The setback requirements for off-street parking in Bill 2 are designed to encourage shops, restaurants, and other urban amenities to be located at the front of a project. The idea is to encourage "walkability" for pedestrians in the neighborhood.

The setback requirements apply only if a parking structure is in the front of a project. If the parking structure is behind a building that has urban amenities on the ground floor, the setback requirements of Bill 2 do not apply.

A number of developers were invited to a meeting of one of the committees of Faith Action for Community Equity. They made presentations that included their objections to the unbundling and setback requirements of Bill 2. However, their evidence was insufficient, and far outweighed by the environmental and social benefits of Bill 2, and therefore Faith Action for Community Equity Environmental Justice Task Force stands in support of a strong Bill 2.

September 2, 2020

Testimony to the Honolulu City Council

RE: Bill 2 (2020), CD 1 Amending the Land Use Ordinance Relating to Off-Street Parking and Loading.

My name is Francine Wai and I am testifying in my personal capacity as a private citizen. Specifically, I am testifying in support of the provision in Sec. 21-6.100 relating to Unbundled Parking.

My support for unbundled parking is based upon two entirely separate, but somewhat intertwined, reasons:

- 1- The unbundled parking provision will increase the availability of accessible parking for persons with disabilities. This bill will not increase the number of stalls, but will improve the availability of the stalls. As the former Executive Director of the State Disability and Communication Access Board, I was faced with the growing difficulty that persons with disabilities face in obtaining accessible parking in residential condominiums. This is due to the fact that parking stalls are sold and deeded to specific units upon purchase. When a person with a disability requires an accessible parking space as a reasonable accommodation under the Federal Fair Housing Act, there is often little to no flexibility in offering a stall to the person because the parking is bundled with a unit. When the Fair Housing Act was enacted, the provisions relating to parking were based upon the assumption that 'management' had the discretion to reallocate or reassign parking as needed or requested by the owners. In fact, the framers of the law, when writing the administrative rules, did not contemplate bundled parking that was not flexible in the allocation. The single most requested (and difficult to fulfill) request for accommodation during my employment tenure was for accessible parking. If parking is not sold as condominiumized real estate to owners, then the association or other management agent has the discretion to allocate, as needed.
- 2- As a private citizen concerned with transportation and mobility in the City, I believe that future homeowners who opt not to own a car for ANY reason, but hopefully to minimize the use of individual cars in favor of public transit or shared rides for environmental reasons, should be rewarded for this action. They should be incentivized by not paying for a parking stall that they are not using and by not generating emissions that are environmentally harmful. Unbundling the parking simply makes parking an amenity that has a separate price to it.

There may be some concerns as to how to manage unbundled parking. However, unbundled parking is very common elsewhere and there are best practices that exemplify how to best allocate parking by management. In addition to my professional (retired) capacity, I was also a Condo Board President for almost a decade and know that the management of parking, however unpopular for management, is actually manageable. I would recommend, however, that the provision in Sec. 21-6.100 allow for "assigned or reserved" parking, but not deeded parking, thus providing some regularity and consistency to residents when parking (i.e., parking would not necessarily be 'first-come-first-serve basis.' I believe that an appropriate management practice should require that once a stall is assigned that it be permitted until such time as the resident chooses to decline the stall, thus giving a person the assurance that if he/she has been assigned a parking stall then that amenity will not be taken away without cause. I strongly support that the ownership of the stalls be with the association or entity as mentioned in the bill, with income generated placed into the account of the association as a whole to offset costs. I believe this separation will treat parking in residential settings similar to employment, where parking is a separate cost and allocated as needed.

Finally on a related note, the City Council recently passed Bill 25, which in part provided a requirement for a percentage of EV parking stalls in multi-family residential units. There was concern expressed by developers of the cost of such stalls and the uncertainty of the actual need, thus lowering the percentage of EV stalls required from that originally proposed. By unbundling the parking from the units, greater flexibility is provided to the developer and subsequently the management company to create a blueprint that does not tie the EV charging stations/stalls to particular units without knowing who is ultimately going to need an EV stall. In the same manner that one cannot predict which unit will have an owner who has a disability, one cannot predict which unit will have an owner with an EV car. This flexibility of unbundling the parking from the unit allows the developer to bundle (or congregate) the accessible and EV stalls to offer not only maximum flexibility for management to accommodate individual needs, but offers the option (from a wiring perspective) to add more stalls in the future, whether they be accessible or with EV charging stations. By the way, there are design guidelines for accessible EV charging stations and stalls as well. The number of people with disabilities as well as people with EV stalls will only increase in the future and this proposal will better allow a change in configuration in the future as demand changes.

Thank you for the opportunity to testify.

Sincerely,

Francine Wai
francinewai@me.com

Speaker Registration/Testimony

Name Scott Cooney
 Phone 808-312-0850
 Email scottcooney75@gmail.com
 Meeting Date 09-01-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? Yes

Written Testimony

I am signing up to speak live at the hearing, but also will submit this written testimony. Bill 2 is a huge and positive move forward for the people of Oahu. Urban design & planning can dictate so much of our life - and this bill will improve walkability, bikeability, and liveability of our beautiful and beloved city. I am a local business owner and employer, and feel that urban design also dictates the types of businesses that can succeed in the city. Dictating so much parking just means that the Wal-Marts of the world will have a competitive advantage over our locally owned mom-and-pop businesses who benefit more from density and smart design.

There are so many other benefits to smart urban planning. I urge you to move Bill 2 forward!

Testimony Attachment

Accept Terms and Agreement ¹

IP: 192.168.200.67

Speaker Registration/Testimony

Name Mary Carolyn Kuahulu

Phone 352-3829

Email Dukiecarol@aol.com

Meeting Date 09-02-2020

Council/PH Committee Zoning

Agenda Item Bill 2

Your position on the matter Support

Representing Organization

Organization Faith Action

Do you wish to speak at the hearing? No

Written Testimony I am a member of Faith Action and live in this community. Please vote to create a greener, cleaner, and more affordable Oahu. Vote yes on Bill 2. Thank you

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Michael Cawdery
Phone	808-375-2490
Email	cawdery@hawaii.edu
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	Please help us decrease reliance on fossil fuels while increasing alternative forms of transportation and affordable housing.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Michael McDermott
Phone	8086836414
Email	michyo@hotmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	We need to reduce emissions and encourage walking and biking which also increasing public health
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Natalie Wohner
 Phone 8083882861
 Email Natalie.wohner@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Dear council members,

My name is Natalie Wohner, resident and student in Manoa, and I am in strong support of Bill 2.

Written Testimony

Growing up in Europe I am used to walk and bike friendly cities and I would love to see Honolulu implement a safe and supportive infrastructure to encourage more citizens to walk or bike instead of using fossil-fuel based vehicles. This transition will not only improve our health, well-being and air quality, but also get us one step closer to our emission goals that Hawaii is aiming for in the Aloha+ challenge.

Mahalo for giving me the chance to testify,
Sincerely, Natalie

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Forest Frizzell
Phone	8082239345
Email	forestaf@gmail.com
Meeting Date	09-01-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please support Bill 2 we need policy to make Honolulu more walkable and bikeable, and increase options for affordable housing near transit.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Shawn Moorhead
 Phone 6092145490
 Email moorhead.shawn.r@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written Testimony Bill 2 will make Honolulu more walkable and bikeable, and increase options for affordable housing near transit. This will have a positive environmental and community benefit. Safer to bike, better for locally owned businesses, walkable, urban beauty, more affordable housing.

Testimony Attachment
 Accept Terms and Agreement ₁

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Tom Eisen
Phone	8083928559
Email	palolo.tom@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Justine Espiritu
Phone 8087261305
Email espiritu.justine@gmail.com
Meeting Date 09-02-2020
Council/PH
Committee Zoning
Agenda Item Bill 2
Your position on
the matter Support
Representing Self
Organization
Do you wish to
speak at the
hearing? No

Written
Testimony

Bill 2 will make Honolulu more walkable and bikeable, and increase options for affordable housing near transit. This will result in a safer environment for biking and make it easier for residents to have options for multi-modal options. Mahalo for your consideration and for the opportunity to share my position with you.

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Ewa Moscicka
 Phone 6469440187
 Email ewa.moscicka@gmail.com
 Meeting Date 09-02-2020
 Council/PH
 Committee Zoning
 Agenda Item Bill 2
 Your position
 on the matter Support
 Representing Self
 Organization
 Do you wish to
 speak at the
 hearing? No

Written
Testimony

I support Bill 2 and hope you will too. We are continuing to ask for a strong bill 2 to be passed by the end of the year, to include important aspects such as parking minimum reform + unbundling of parking, for equity and affordability in housing & transportation options; setbacks and design standards for parking to ensure safe, walkable streets for local residents walking, biking; and overall parking flexibility in the bill to promote climate action and clean transportation options such as biking, bikeshare, car share, transit and EV charging access.

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Alice Yang
Phone	4042593630
Email	Alicewyang990@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	Please make our streets safer for biking. I've had so many close calls and been nearly hit way more than I would like to.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	June chee
Phone	6263186313
Email	June.celica@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Ted Bohlen
Phone	808294-3689
Email	Tbohl8@yahoo.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	Please support bill 2 for more walkable and bike-friendly Honolulu, with more affordable housing in transit development areas. Mahalo!
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Kiana Otsuka
 Phone 8086206159
 Email Kiana.Otsuka@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Aloha,

Thank you for taking the time to consider Bill 2. I am in support of the Honolulu Parking Reform Bill (Bill 2) because our outdated parking requirements are driving up the cost of living and increasing air pollution and traffic congestion.

As Honolulu mandates the building of parking stalls with every new building, this has resulted in more off-street parking than people need, with 25-30% of off-street parking going unused (Honolulu Urban Core Parking Master Plan). The building of unnecessary parking has three significant consequences.

One, the requirement to building parking makes construction of buildings more expensive, which increases the cost of housing and living for those in the building. According to a recent report by Ulu Pono Initiative, it costs up to \$48,000 to build a parking stall on O'ahu. That means that residents living in that building will pay \$350 or more per month per stall, even if they don't own cars or use the parking (ReinventingParking.org). That equates to 43% of local households that have no car, or just one car overpaying for parking that they may not use (ACS, 2018).

Two, the building of parking stalls/lots wastes land that housing could be built upon. Again this plays a role in driving up the cost of housing, with supply of housing reduced.

Three, with the abundance of free parking, it encourages people to drive, instead of taking the bus, biking, or walking. Reformed parking policies can account for 29% of what is needed to reduce our island's dependence on cars and oil, and reach Hawai'i's clean energy goals (Transcending Oil Hawaii's Path to Clean Energy Economy).

As someone who aspires to own an apartment in the urban core of Honolulu, I do not

plan on owning a car, especially with rail coming soon. I currently am saving to buy my own place, and would be in a much better position, if my cost of housing did not include parking.

Passing Bill 2 will help to create more affordable housing and tackle climate change. Please consider this Bill, for a Honolulu that prioritises people over cars, and makes housing more affordable.

Mahalo,

Kiana Otsuka

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Alice Chang
Phone 5103165671
Email Alicechang21@gmail.com
Meeting Date 09-02-1990
Council/PH Committee Zoning
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Paul Bernstein
 Phone 8083771398
 Email paulbernstein2004@yahoo.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item CR-206 Bill 2
 Your position on the matter Support
 Representing Self
 Organization Self
 Do you wish to speak at the hearing? No

Aloha Council Chair Ikaika Anderson and City Council Members:

I'm writing in strong support of Bill 2. As the city strives to reduce its greenhouse gas emissions, the implementation of the provisions in Bill 2 will be of great help. Specifically:

1) Bill 2's removal of the minimum parking requirement will lead to fewer parking spots being constructed, which in turn will incentivize people to be less dependent on their personal vehicles. The reduction in vehicles will ultimately lead to less VMT and fewer greenhouse gas emissions.

Written
Testimony

2) Bill 2's requiring builders to unbundle parking spaces from units will reduce construction costs and make housing more affordable as well as reward people who don't have a car or have fewer cars as they no longer would have to purchase a parking space when they purchase a housing unit. As with (1), this measure would help reduce greenhouse gas emissions.

3) Bill 2 provides for increasing the amount of bicycle parking. This measure will help hasten the modal shift away from vehicles to healthier, cleaner sources of travel.

Mahalo nui for your attention to my testimony,
Paul Bernstein

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Karin
Phone 3109380507
Email Karincng2@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Zoning
Agenda Item Bill 2
Your position on the matter Support
Representing Self
Organization
Do you wish to speak at the hearing? No
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Michael Quisenberry
Phone	8082646232
Email	mlqhawaii@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Easing restrictions set by the zoning department is a step in the right direction
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Steven A Mazur
 Phone 8084695022
 Email steven.mazur@gmail.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No

Written
 Testimony

Honolulu has a great opportunity to move our traffic, parking, and modes of transportation forward into something that makes it easier to get out of our vehicles, opt out of having a car or using it all the time, make better open spaces in our city, and encourage or at least let people feel safer when biking, walking, jogging, and using public transportation. This can help us make progress on having clean transportation, a goal that aligns with the state. We should not develop in our island in way that forces to use our precious space for cars when we know the need for parking will change in the not so distant future. Mahalo

Testimony
 Attachment
 Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Andrea Nandoskar
 Phone 18089232170
 Email birdofparadise@hawaii.rr.com
 Meeting Date 09-02-2020
 Council/PH Committee Zoning
 Agenda Item CR-206 Bill 2
 Your position on the matter Support
 Representing Self
 Organization
 Do you wish to speak at the hearing? No
 Written Testimony Please support Bill 2, CD1 which will make Honolulu more pedestrian friendly and attractive and safer for cyclists as well as increase options for affordable housing near transit.
 Mahalo for your consideration!
 Testimony Attachment
 Accept Terms and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name John Adams
 Phone 8083728566
 Email Kylecollins22@yahoo.com
 Meeting Date 0m-dd-yyyy
 Council/PH
 Committee Zoning
 Agenda Item Bill 2
 Your position
 on the matter Support
 Representing Organization
 Organization The coalition of reasonable people
 Do you wish to
 speak at the
 hearing? No

Written
 Testimony

For the better part of Hawaii's statehood, decisions have been made to bolster tourism. Building mega malls, high end high rises and sprawling hotels on our beach fronts. Parking of course is necessary for these already existing buildings. But we can and we must do better. We are already a concrete jungle in Honolulu and that is having direct effects on our local climate and our local people. Over time Bill 2 can help lay the groundwork for a different way of thinking. A more responsible way to build, a more responsible way to take care of our dwindling land. We can begin beautifying our city again. This is one of many needed changes to turn Hawaii back into paradise.

Testimony
 Attachment

Accept Terms
 and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Jaimie Atwell
Phone	8085489139
Email	jaimie.chhu@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	I support Bill 2
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Amy Kelley
 Phone 4158897031
 Email kelley.amy@gmail.com
 Meeting Date 09-02-2020
 Council/PH
 Committee Zoning
 Agenda Item Bill 2
 Your position
 on the matter Support
 Representing Self
 Organization
 Do you wish to
 speak at the
 hearing? No

Written Testimony

My household supports bill 2 and urge you to do the same. We ask that a strong Bill 2 be passed by the end of the year to help in the transition to a stronger and more resilient economy for all. This bill will help increase equity and affordability in housing and transportation options and will help ensure safe, walkable and bike-able streets for local residents. We need this bill to further overdue climate action and clean transportation options such as biking, bike share, care share, public transit and EV charging access.

Mahalo for considering my testimony.

Testimony
 Attachment
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 and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Tyler McMahon
Phone	8082253495
Email	tyler@tylermcmahon.net
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	This is an important step to make our community more live-able, walkable, bike-able, and human-friendly. I support it whole heartedly.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Alisa Mills
 Phone 8083660288
 Email missalisamay@gmail.com
 Meeting Date 09-02-2020
 Council/PH
 Committee Zoning
 Agenda Item Bill 2
 Your position
 on the matter Support
 Representing Self
 Organization
 Do you wish to
 speak at the
 hearing? No

Written Testimony

As a resident of downtown Honolulu and as an architect, I support Bill 2. Two years ago, I remember trying to bike to work downtown from lower Kalihi, and it was challenging —on some blocks impossible— without using the sidewalks or dangerously passing by cars. Now that I reside downtown, I enjoy walking to work. I notice pedestrians of all ages and income levels enjoying their walks to work and recreation regularly too: business people, kupuna, moms with strollers and dog walkers. I appreciate the bike lane on King street and sidewalk improvements of recent years, and wish the pedestrian experience was available in more neighborhoods of our city. Please vote in favor of Bill 2.

Testimony
 Attachment
 Accept Terms
 and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Vincent Kimura
Phone	8082912808
Email	vincent_kimura@yahoo.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Aloha! This tesitmony is in support of Bill 2 - to make Honolulu more walkable / bikeable!
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Marcela Montalto
 Phone 8082062478
 Email morochexx@hotmail.com
 Meeting Date 09-02-2020
 Council/PH
 Committee Zoning
 Agenda Item Bill 2 (2020)
 Your position
 on the matter Support
 Representing Self
 Organization
 Do you wish to
 speak at the
 hearing? No

Written
 Testimony

Bill 2 will make more affordable to low income people to afford housing while at the same time encouraging others to use less cars. It will modernize the city to a more sustainable style that gives more options for residents of just driving a car. I don't have a car, I bike, walk, bus or Uber. It will make easier to people to make healthier choices for transportation. Bill 2 will be one more step towards reversing climate change because it will reduce gas emissions and make the air in Hawaii cleaner.

Testimony
 Attachment
 Accept Terms
 and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Chelsea Harder
Phone	8083436158
Email	chelsea.harder@gmail.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Justin Young
Phone	8087347087
Email	jkyoung@hawaii.rr.com
Meeting Date	09-02-2020
Council/PH Committee	Zoning
Agenda Item	2 Bill 2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

Speaker Registration/Testimony

Name Kelsey Colpitts
 Phone 808-497-2833
 Email kelsey@bikesharehawaii.org
 Meeting Date 09-01-2020
 Council/PH
 Committee Zoning
 Agenda Item Bill 2
 Your position
 on the matter Support
 Representing Organization
 Organization Bikeshare Hawaii (Biki)
 Do you wish
 to speak at the
 hearing? No

Honolulu City Council
 Zoning, Planning, and Housing Committee
 Support for Bill 2, “Relating to off-street parking and loading”

September 1, 2020

Aloha Chair Menor, Vice Chair Waters, and Committee Members,

I am testifying in strong support of Bill 2 (2020), “Relating to Off-Street Parking and Loading”. This is an important bill that can shift our development patterns on Oahu to put people—not cars—first.

Bill 2 will modernize the City & County of Honolulu’s outdated parking policies. It will create more flexibility and options for Honolulu residents and developers while prioritizing a wide range of community benefits. Bill 2 will help Honolulu reach our climate goals, reorient our community around people, and reduce the costs of development and the costs of housing.

Developers agree that parking is expensive to build, costing up to \$50,000 per parking stall in Honolulu. That adds \$180-\$360 per parking stall to monthly housing costs on Oahu—and up to \$410 per parking stall in urban Honolulu. Because Honolulu’s parking requirements are outdated, we’re building more parking than many residents need: 43% of households own one car or less, where housing costs are high. The unbundling outlined in Bill 2 allows residents to actively choose how many stalls they need and are willing to pay for.

Bikeshare Hawaii’s mission is to provide the public with high quality, convenient, reliable, and affordable bikeshare services that enhance community health and livability, strengthen our public transportation system, and connect people to more

places where they live, work and play. After three years of service, we have observed evidence that further supports Bill 2:

- Last year, Biki served over 120,000 individuals and provided 1.3 million rides.
- 50% of Biki Members reported driving less often since joining Biki and 8% reported reducing the number of vehicles in their household.
- 58% of Biki Members reported saving money since joining Biki. Members reported an average savings of \$900 per year by reducing costs such as gas and parking.
- 2 parking spots can accommodate a full size station with 15 biki docking points. On an average day one parking stall will see 6x more Biki riders in low-density areas (Makiki, McCully) and up to 9x more Biki riders in high-density urban areas (Waikiki and Downtown).
- Bikeshare Hawaii has received over 700 station requests submitted online by members of the community requesting the installation of Biki stations at their residences and workplaces.
- According to our annual Biki Member Survey, 90% of respondents said they would ride Biki more often if there were more Biki Stops where they need and want to go.

Our ridership further demonstrates that there is demand and interest in using alternate modes of transportation. We just need to make it more convenient to do so. Current parking-centric development not only encourages car sales but also encourages people to drive more frequently, which increases both gasoline consumption and greenhouse gas emissions. By right-size parking requirements, Bill 2 will create flexibility for developers to establish parking that meets residents' needs while building the foundation for a less car-dependent transportation system. Bill 2 will provide residents with options outside of the current one-size-fits-all parking approach and ensure residents only have to pay for the parking they need.

Written
Testimony

Bill 2 is also important for helping us address climate change. Transcending Oil, a Hawaii-based assessment of how to meet our clean energy commitments, estimated that 29 percent of vehicle miles traveled could be eliminated through rightsizing and pricing parking correctly.

Finally, Bill 2 will improve our communities. The bill will allow the City to dynamically address parking needs while supporting people-oriented development and design, promoting active transportation and living, and helping transform Honolulu into a more resilient and sustainable community. That means safer streets, more shade trees, and better access to rideshare and delivery services. Instead of committing large areas of community land to vehicles or vehicle storage, Bill 2 opens that space up for other uses including more housing, retail, or community services.

This bill can reduce the consumption of fossil fuels in the transportation sector while improving livability and quality of life in Honolulu. Please pass Bill 2.

Mahalo,

Kelsey Colpitts, Waikiki Resident
Senior Marketing Manager
Bikeshare Hawaii



**Written Statement of Elemental Excelsior
before the Honolulu City Council
September 2, 2020**

**In Consideration of Bill 2 CD1
Relating to Off-Street Parking and Loading**

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

Elemental Excelsior respectfully **submits support** for Bill 2 CD1, to update the off-street parking and loading requirements in Chapter 21 of the Revised Ordinances of Honolulu 1990 by repealing the old, and adding a new Article 6.

Elemental Excelsior is a Honolulu-based growth accelerator program founded and operating in Hawai'i. We have awarded over \$30 million to 99 companies resulting in over 50 demonstration projects in Hawai'i & Asia Pacific. Each year, we evaluate over 500 companies and look for innovative entrepreneurs from around the world to come to Hawai'i and find transformative solutions to help us achieve our 100% clean energy goals and solve our most pressing environmental problems. We select 15-20 companies annually that best fit our mission and fund each company up to \$1 million.

In April 2018, Elemental Excelsior commissioned a study entitled *Transcending Oil: Hawai'i's Path to a Clean Energy Economy*. The study found that in Hawai'i, transitioning to renewable energy is cheaper than sticking with oil. The faster we go, the cheaper it will be. As a policy recommendation, the study identified revising state and county land use and transportation policies to incentivize multimodal mobility and disincentivize car ownership for enhanced connectivity and reduced transportation demand growth. The report also found that "[p]arking management plans should be established, and minimum parking requirements in new developments should be removed."¹

We support Bill 2 for the following reasons:

1. **It incentivizes the use of multimodal mobility:** Bill 2 makes Hawai'i more livable by accommodating and encouraging multimodal mobility. As parking requirements are

¹ Larsen, J., Mohan, S., Herndon, W., Marsters, P., & Pitt, H. (2018, May 01). *Transcending Oil: Hawai'i's Path to a Clean Energy Economy*, p.5, Retrieved from <https://rhg.com/research/transcending-oil-hawaiis-path-to-a-clean-energy-economy/>

removed, individuals are incentivized to walk, bike, or take public transportation.² These forms of multimodal transportation make Hawai'i's neighborhoods and communities more accessible, less congested, and better for the environment.³

2. **It helps with housing affordability:** Bill 2 helps Hawai'i residents better afford housing by reducing the bundled cost of required parking spaces. A recent study conducted by Ulupono initiative and PBR Hawaii reveals the hidden price of parking for homeowners and renters across Hawai'i. The cost for a single parking stall at a low- or mid-rise residence is \$22,500 on O'ahu, \$15,200 on Maui, \$7,000 on Kaua'i and \$4,200 on Hawai'i island. The study also estimates that the monthly expense for a parking space ranges from \$180 to \$410 statewide.⁴ Therefore, eliminating minimum parking requirements can be a factor in leading to more affordable housing.
3. **It reduces greenhouse gas emissions:** Bill 2 combats climate change by disincentivizing personal vehicle ownership. Vehicle miles traveled (or "VMT") on O'ahu alone peaked in 2013 at 7.39 billion miles, according to the Hawaii Department of Business, Economic Development, and Tourism.⁵ That's just shy of one mile traveled for every person on the planet. In 2016, transportation in Hawai'i accounted for 4.85 million metric tons of greenhouse gas emissions.⁶ Accordingly, reducing personal vehicle ownership can contribute to a significant reduction on Hawai'i's carbon footprint.

Transportation remains one of Hawaii's most complex clean energy challenges. However, by passing Bill 2 we can step closer to finding the solution.

Mahalo for the opportunity to provide testimony.

Sincerely,

Tiffany Huynh

Tiffany Huynh
Director of External Affairs

² Daniel Baldwin Hess (2017) Repealing minimum parking requirements in Buffalo: new directions for land use and development, *Journal of Urbanism: International Research on Placemaking and Urban Sustainability*, 10:4, 442-467, DOI: 10.1080/17549175.2017.1310743.

³ Gallotti, R., Barthelemy, M. Anatomy and efficiency of urban multimodal mobility. *Sci Rep* 4, 6911 (2015). <https://doi.org/10.1038/srep06911>.

⁴ Ulupono Initiative and PBR Hawaii (August 2020). The Costs of Parking in Hawai'i. Retrieved from [http://ulupono.com/media/W1siZiIsIjIwMjAvMDgvMTMvMTNfNTFfNTBfNDYwX1BVQkxJQ19VbHVwb25vX0ZJTkFMX2ZvcI9VSV6yMDIwXzA4MTJfQXBwZW5kaXhfQS5wZGYiXV0/PUBLIC_Ulupono%20FINAL%20\(for%20UI\)%202020-0812_Appendix%20A.pdf?sha=27ef1b3a](http://ulupono.com/media/W1siZiIsIjIwMjAvMDgvMTMvMTNfNTFfNTBfNDYwX1BVQkxJQ19VbHVwb25vX0ZJTkFMX2ZvcI9VSV6yMDIwXzA4MTJfQXBwZW5kaXhfQS5wZGYiXV0/PUBLIC_Ulupono%20FINAL%20(for%20UI)%202020-0812_Appendix%20A.pdf?sha=27ef1b3a)

⁵ Honore, Marcel. "How Many More Cars Can We Cram On Oahu?" *Honolulu Civil Beat*, 2 Feb. 2019, www.civilbeat.org/2019/02/how-many-more-cars-can-we-cram-on-oahu/.

⁶ "Greenhouse Gas Emissions." *State of Hawaii*, dashboard.hawaii.gov/stat/goals/5xhf-begg/fgyu-2f7k/y5ya-s7nf.

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION
HAWAII CHAPTER

September 1, 2020

Chair Ikaika Anderson
Vice-chair Ann Kobayashi
Members of the City Council
City and County of Honolulu
Honolulu, Hawaii 96813-3077

RE: **Bill 2 (2020) – LUO AMENDMENT RELATING TO OFF-STREET PARKING
AND LOADING**

Hearing date: **September 2, 2020 at 10:00 am**

Aloha Chair Anderson and members of the committee,

Mahalo for the opportunity to submit testimony with comments on Bill 2 (2020), CD1. NAIOP Hawaii is the local chapter of the nation's leading organization for office, industrial, retail, residential and mixed-use real estate. NAIOP Hawaii has over 200 members in the State including local developers, owners, investors, asset managers, lenders and other professionals.

Bill 2 seeks to update the City's off-street parking and loading requirements established in the Land Use Ordinance ("LUO"). The original intent of revisions to the parking and loading ordinance rules was to streamline permitting and to reduce the barriers that add to the cost of housing. NAIOP Hawaii is generally in favor of the City's efforts to provide comprehensive and effective regulation of parking within the LUO. NAIOP Hawaii also supports the City's efforts to encourage the use of alternative transportation and the development of a diversified transportation network. This bill, however, proposes significant changes to development rules during the current financial crisis. In addition, stakeholders, including NAIOP Hawaii members have worked with DPP to address many concerns, yet there has not been enough time to continue discussions, as less than a week has passed since the last committee meeting. Stakeholders and DPP need additional time to work on amendments to the bill.

NAIOP Hawaii members still have grave concerns with several provisions in Bill 2 including:

- (1) **Section 21-6.80: Surface parking site planning.** This section requires "*at-grade parking must be set back 25 feet from the buildable-area boundary adjacent to the primary frontage, unless the parking lot is screened by a building.*"
- (2) **Section 21-6.90: Structured parking site planning and design standards.** This section requires that "*[a]ll structured parking within 40 feet of a buildable area boundary adjacent to a street, other right-of-way (such as a bicycle path), or public*

Chair Ikaika Anderson
Vice-chair Ann Kobayashi
September 1, 2020

park must be lined, wrapped, or screened with active floor area, except those in the industrial districts."

- (3) **Section 21-6.100: Unbundled parking.** This section requires *"[o]ff-street parking spaces may be leased or rented through a separate agreement, but may not be sold as condominiumized real estate to individual owners, other than a management company, homeowner's association, or similar entity capable of managing all off-street parking spaces on the site."*

Each of these three sections pose significant risks on development plans and has the potential to prevent much needed projects from moving forward. Accordingly, NAIOP Hawaii strongly urges the committee to defer any decisions on this bill during the COVID-19 pandemic.

Mahalo for your consideration,

Catherine Camp, President
NAIOP Hawaii



September 1, 2020

The Honorable Ikaika Anderson, Chair
The Honorable Ann Kobayashi, Vice Chair
The Honorable Carole Fukunaga, Floor Leader
Members of the City Council
City and County of Honolulu
Honolulu, Hawaii 96813-3077

RE: **Bill 2 (2020) – LUO Amendment Relating to Off-Street Parking and Loading**
Hearing Date: September 2, 2020 at 10:00am

Aloha Chair Anderson and Members of the City Council,

Mahalo for the opportunity to submit testimony on behalf of D.R. Horton, offering comments to the amendments proposed by Councilmember Fukunaga's proposed CD1 ("Proposed CD1").

Proposed CD1 was passed by the Committee on Zoning Planning and Housing on August 27, 2020 with an 81-day extension providing additional time to continue discussions amongst the Department of Planning and Permitting (DPP) and vested stakeholders. In an effort to fulfill the purpose of this extension, DR Horton respectfully requests that additional time be granted to do so. In its current form, D.R. Horton opposes Proposed CD1.

D.R. Horton, along with a large group of homebuilders and developers on Oahu, have participated in many stakeholder discussions with DPP. We have also met with other stakeholders such as the Blue Planet Foundation, Ulupono Initiative, FACE, AARP and Blue Zone Projects to learn, share and collaborate. At this time, there are four remaining sections that we feel are significantly problematic and unacceptable in current form. They are:

1. **Sec. 21-6.100 - Unbundled parking**
2. **Sec. 21-6.80(a)(2) - Surface parking site planning requiring a 25-ft setback**
3. **Sec. 21-6.90 - Structured parking site planning and design standards requiring a 40-ft setback**
4. **Sec. 21-6.80(a)(1) – Surface parking site planning prohibiting access points from the primary frontage**

Oahu · Maui · Hawaii Island · Kauai

130 Merchant Street, Suite 112 · Honolulu, Hawaii 96813 · 808.521.5661

www.drhorton.com/hawaii

While DR Horton has concerns with all four of these sections, other homebuilding stakeholders will elaborate in detail on the negative impact additional setbacks and access point mandates will create for housing, mixed use and commercial developments. Kindly allow me to focus my testimony today on unbundled parking.

1. **Sec. 21-6.100 Unbundled Parking:**

Problem#1: Mandating Unbundled Parking and requiring parking to be leased/rented will INCREASE THE COST OF HOUSING for homebuyers 6 different ways.

Based on a case study analysis of a current 88 unit townhouse project that DR Horton is currently building in Hoopili, if unbundled parking is mandated and parking stalls must be leased or rented, the cost of housing for these 88 homebuyers (50 affordable buyers and 33 first time homebuyers) will **INCREASE in the following 6 ways:**

1st time buyers pay more – If parking needs to be built, then contractors need to get paid and the cost of parking becomes a hard cost of construction that must be included in the sales price of the unit, no different than the cost of walls, roofs and roadways. Thus, these buyers will pay for parking in the sales price of unit regardless if they lease/rent parking stalls.

2nd time buyers pay more – Buyers will then pay again to lease/rent stalls outside of their mortgage payment. Paying to rent parking stalls at \$100/month for 30 years will result in buyers paying an additional \$36,000 on top of their mortgage over a 30 year loan term.

3rd time buyers pay more – Based on input from Hawaiiiana Management, who manage many condominium associations (AOAO), these buyers will then need to pay additional AOAO maintenance fees of \$65 per month to cover additional expenses such as the hiring of a leasing agent, management of day to day lease/rental operations, lease payment collections, delinquencies, etc. \$65/month for 30 years = \$23,400 more these buyers will be required to pay.

4th time buyers pay more – Based on input from mortgage lenders, parking lease/rental costs are considered a known expense similar to a car loan payment. As a known expense, this lease/rental cost must be factored into the buyer's loan qualification process. At today's low interest rates, a \$100/month parking lease agreement will reduce a buyer's mortgage loan borrowing power by \$21,000.

5th time buyers pay more – A \$65/month increase in AOAO maintenance fees are another known expense that will reduce a buyer's mortgage loan borrowing power by \$13,650. Thus, a \$100/month parking lease plus an additional \$65/month increase in AOAO maintenance fees will reduce the amount these buyers can borrow by nearly \$35,000.

6th time buyers pay more – Based on input from three Real Estate Brokers of the largest homebuilders in Hawaii, the resale value of a typical 2BR condominium unit with unbundled parking will reduce by \$40,000-\$50,000 as compared to the same 2BR condominium unit with bundled parking. Thus, after paying for the construction of parking with the purchase of their unit, these buyers will then be put at a significant disadvantage in the future when they decide to sell their townhouse.

Problem #2: Mandating Unbundled Parking and requiring parking to be sold separately from the purchase of a housing unit will NOT REDUCE THE COST OF HOUSING. See attached Buyer's Parking Purchase Process & Timeline.

In order to meet DPP's primary goal of reducing the sales price of a unit through the unbundling of parking, **buyers must choose to purchase parking as a buyer's option prior to the design of parking**. This is how buyer's parking options work:

1. If parking stalls are purchased as a buyer's option, then the parking stalls will be included in the design of the project. It will then be permitted, built and paid for by the buyer.
2. If parking stalls are NOT purchased as a buyer's option, then the parking will need to be deleted from design, not built and thus not included in sales price of unit.

Because an 88 unit townhouse project takes approximately 48 months to develop, the parking for this type of townhome projects is designed, permitted, bid/contracted and constructed before buyers can legally enter into binding sales/parking lease contracts. Based on the attached Buyer's Parking Purchase Process & Timeline:

- a. Buyers must choose to purchase parking in Month 4 of the project's development schedule. This is 28 months prior to when they are legally allowed to enter into binding sales contracts.
- b. Binding sales contracts cannot occur until the Condominium Documents are recorded at the Bureau of Conveyances. This occurs at Month 32 in the project's development schedule.

- c. By Month 32, all parking stalls are designed, built and the contractor has been paid. The cost of this built parking becomes a hard cost to construction and must be paid for by the unit sale in order to secure project financing.
- d. Thus, it is not possible within the project development schedule for buyers to opt out of purchasing parking to reduce the sale price of their unit.

Problem #3: An unintended consequence of a mandatory unbundled parking policy is INCREASED ON STREET PARKING within the surrounding community.

If given the choice, some tenants/homeowners will opt out of leasing/renting/purchasing parking stalls to save on the additional expense. Others may simply not be able to afford it, choosing to instead to search for free parking on surrounding neighborhood streets. I know we can all agree that this is absolutely not what we collaboratively want.

Proposed Solution: One size DOES NOT fit all.

Make unbundling of parking optional with incentives to implement it at projects where the surrounding built environment offers effective multi-modal alternatives.

As we have learned from the recent Bill 25 discussions regarding EV charging, a singular requirement applied across the board simply does not work for all housing projects. Residential projects vary in size, design, location, available multi-modal choices, operations, financing, market demand, etc. This proposed unbundled parking requirement is no different. While it is arguable that this strategy was effective at 801 South Street, a secured structure parking high rise within the Honolulu urban core, it was not successful at the same developer's project in Chinatown and Salt Lake.

Do not make this mandatory. Implement a "carrot instead of a stick" incentive strategy. It can be done, DPP has proposed this similar incentive strategy in other sections of Bill 2, for example Sec. 21-6.30 (h) Incentives for alternative transportation. Instead of mandating unbundled parking across the board, make it an option that encourages developers to explore its viability for targeted projects with incentives such as, but not limited to:

- a. Increased FAR
- b. Increased Height Limits

The Honorable Ikaika Anderson, Chair
The Honorable Ann Kobayashi, Vice Chair
September 1, 2020
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Targeted projects can be evaluated holistically on the basis of viable and mature multi-modal alternatives, market demand, financing ramifications and development schedules. Providing developers a toolbox of incentives allows flexibility to mitigate cost increases with design options that can reduce the per unit cost. **Incentivize unbundled parking where it can be successful at benefiting homebuyers rather than mandating it at the increased expense of homebuyers.**

In summary, we strongly believe that these four sections are significantly problematic and will gravely:

1. increase the cost of homeownership for Hawaii's families,
2. increase undesirable on street parking within our neighborhoods, and finally
3. exacerbate the housing inventory deficit we are all working hard to invert.

Mahalo for your time and consideration. It is very much appreciated. Should you have any questions, please do not hesitate to contact me at #782-4109 or ttonaki@drhorton.com.

Sincerely,



Tracy Tonaki
Senior Vice President



ALEXANDER & BALDWIN
PARTNERS FOR HAWAII

BILL 2 CD1 (2020)
A BILL FOR AN ORDINANCE RELATING TO OFF-STREET PARKING AND LOADING

PAUL T. OSHIRO
DIRECTOR – GOVERNMENT AFFAIRS
ALEXANDER & BALDWIN, INC.

SEPTEMBER 2, 2020

Chair Anderson and Members of the Honolulu City Council:

I am Paul Oshiro, testifying on behalf of Alexander & Baldwin (A&B) on Bill 2 CD1 (2020), "A BILL FOR AN ORDINANCE RELATING TO OFF-STREET PARKING AND LOADING."

While A&B has always been a Hawaii-based company, in 2012, A&B made a strategic decision to be 100% Hawaii-based and to migrate its mainland investments back to Hawaii. Since then, A&B has sold all of its mainland properties and has reinvested the proceeds in Hawaii—acquiring properties including the Kailua Town commercial center, Manoa Marketplace, Waianae Mall, and Laulani Village (Ewa Beach). A&B is fully committed to our Hawaii-focused investment strategy as well as the overall goal to be Partners for Hawaii, with a long-term commitment to Hawaii and its communities.

The purpose of this bill is to comprehensively update the off-street parking and loading requirements in the City's Land Use Ordinance (LUO). A&B's testimony is focused on our concerns relating to provisions included in Subsection 21-6.80 (a) (2) (B), which require surface parking in all districts except the residential, country, agricultural, and

industrial districts, be set back 25 feet from the buildable area boundary adjacent to the primary frontage, unless the parking lot is screened by a building.

CUSTOMER PARKING IS AN INTEGRAL COMPONENT FOR COMMERCIAL FACILITIES

Customer and visitor parking is an integral component for many commercial facilities and their tenants. Having a sufficient number of parking stalls to adequately accommodate the general public is often a factor in securing customer patronage for many stores, offices, and businesses. This is particularly applicable to commercial facilities situated in non-urban core areas without convenient public or other transportation alternatives.

NEGATIVE IMPACT ON NEW COMMERCIAL FACILITIES

We believe that the establishment of a new 25 foot from buildable area boundary setback requirement will have a negative impact on the development of new commercial facilities. This provision will essentially limit the buildable area for new commercial projects, which may increase the project's overall cost and result in the proposed project no longer being cost efficient or feasible.

In addition, parking requirements at new commercial facilities may be driven by the parking needs of anchor tenants, whose customer parking requirements are often greater than the minimum parking requirements in the LUO. A reduction in the size of a parking lot to accommodate the new 25 foot setback requirement will create challenges in providing adequate parking for anchor tenants and their customers, and may render the commercial center undesirable to these key tenants.

NEGATIVE IMPACT ON EXISTING COMMERCIAL FACILITIES

Situating surface parking lots along the primary frontage of a property often assists in attracting and encouraging customer patronage. Many existing commercial facilities in

Hawaii presently have parking stalls situated within the 25 foot buildable area boundary setback proposed by this bill. Should this bill be enacted, all of these properties will immediately become non-conforming, and may be subject to the new setback provisions when implementing certain parking lot upgrades, improvements, and enhancements. Planned parking lot improvements at existing parking lots which trigger applicability of the new 25 foot setback requirement will likely not be implemented. This will result in the deferral of parking lot improvements which may enhance customer and public convenience and/or public safety at commercial facilities.

We understand that there are a number of existing parking lots constructed under present property setback requirements which enhance walkability, the pedestrian experience, and pedestrian safety without the implementation of a 25 foot setback from the buildable area boundary. We believe that there are a number of initiatives that may be considered within the purview of present setback requirements to realize positive public benefit. In addition to landscaping and trees for parking lot screening and shading, the design of new parking lots may also consider the strategic location of traffic control/utility boxes, street furniture, and other public amenities.

With dialogue continuing between various stakeholders, A&B will continue to collaboratively participate in these discussions to seek provisions to address outstanding concerns on this important issue.

Thank you for the opportunity to testify.

Honolulu City Council

Zoning, Planning and Housing Committee

Support for Bill 2(CD1), "A BILL FOR AN ORDINANCE RELATING TO OFF-STREET PARKING AND LOADING"

September 2, 2020, 10:00 AM hearing

Aloha Council Chair Anderson and City Councilmembers,

I am testifying in support of Bill 2 (CD1)(2020), "A BILL FOR AN ORDINANCE RELATING TO OFF-STREET PARKING AND LOADING".

The Bill includes various provisions that would help allow Honolulu mitigate climate concerns. For example, by reducing minimum parking space requirements it would reduce housing costs for people who don't need automobiles. The revised requirements would promote the use of bicycles and other transportation modes which will help us adapt to a sustainable future.

The Bill would complement Bill 25 (2019) that past this year by unbundling parking spaces from condominium sales. Bill 25 provides electric vehicle (EV)-ready wiring to plug vehicles at some parking spaces in future buildings, but one of the biggest problems is that parking spaces are traditionally bundled with the sale of condominiums. This means that some condominium owners with EVs will be stuck in condominiums that do not have EV-ready plugs while other condominium owners without EVs may own unneeded EV-ready spaces. By unbundling the parking spaces, Bill 2 would help EV owners park in spaces which can easily have plugins installed. This increased flexibility will help Honolulu meet Hawaii's carbon emission standards that are already required for future years.

Please help us live more sustainably and reward those of us who avoid the use of fossil fuel burning vehicles by lower the cost for our housing. Please pass the proposed Bill 2.

Charles E Cox