

Bill 2, CD1 Testimony

MISC. COM. 553

September 2, 2020

Testimony of the Hawaii Laborers' Union; Local 368

Meeting: City Council
Place: City City Council Chamber
Date: September 2, 2020
Time: 10:00 am

RE: Bill 2 (2020) CD1

Chair Anderson, Vice-chair Kobayashi, and Council members,

The Hawaii Laborers' Union is made up of nearly 5000 working and retired men and women in the construction industry across the state of Hawaii and we respectfully request that this council **defer Bill 2 (2020) CD 1 indefinitely.**

As written Bill 2 CD1 has inherent flaws that will negatively affect the ability of developers to provide affordable housing across the City and County of Honolulu as written. The negative impacts to affordable housing under the current language will be felt in areas like Kaimuki, Kalihi, Aiea, Pearl City, Waipahu, Ewa, and Mililani, and Wahiawa, areas where affordable housing is desperately needed and planned for under future transit oriented development plans.

Therefore, we respectfully ask that this council hold this bill and defer Bill 2 (2020) CD 1 indefinitely.

Respectfully,

Ryan Kobayashi
Hawaii Laborers' Union; Local 368

From: CLK Council Info
Sent: Tuesday, September 1, 2020 6:35 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Stephanie Chang
Phone (808) 352-5152
Email pulelehua23@hotmail.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

Mahalo for your support of this bill.

Updating the Landuse Ordinance with modern parking policy is critical to realizng our climate goals.

Written Testimony 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



SIERRA CLUB

O'AHU GROUP

Honolulu City Council
Testimony in SUPPORT of Bill 2- rightsizing parking requirements.
Wednesday, Sept. 2, 2020 10:00am

Aloha Chair Anderson and members of the council,

On behalf of our 8,000 members and supporters, we are in strong support of Bill 2 (2020) which would make housing more affordable by making parking requirements more flexible. It is an effective way to support sustainable transportation and fight climate change by discouraging driving and encouraging greener transportation options like walking, biking, and public transit.

The transportation sector is the largest and fastest-growing source of carbon emissions in the U.S- producing nearly 30 percent of all US climate emissions—more than any other sector. According to the City and County of Honolulu 2016 sustainability report, on-road transportation accounts for 21% of greenhouse gas emissions¹. The same report also indicated a rise in annual vehicle miles traveled in 2015 with a decrease of usage of the bus in the previous year. Studies have found that unbundling parking reduces automobile ownership by 5-15%.² Unbundling can drive alternative travel modes, and bolster taxpayer investments in bus, rail, pedestrian and bike infrastructure. Bill 2 offers solutions by centering developments around people's needs not parking requirements. By setting back parking lots and garages from the street, this legislation will make streets safer and more pleasant for people to walk—increasing foot traffic and supporting local business. Outdated zoning requirements have required adding more parking to every new building than local residents or the planet need.

In one of the nation's least affordable housing markets, parking reform could bring down sky-high costs for development. The demand for housing is the strongest price determiner. Requirements for excessive parking force builders to use land for parking rather than compact growth or affordable housing. Building a single parking space can add \$50,000 or more to construction costs. Honolulu renters end up carrying these costs, even if they don't have cars,

¹ <https://resilientoahu.org/sustainability-report>

² Littman (2006), retrieved from MTC's Parking Policy Project: Parking Policies and Best Practices (2015)

which makes housing more expensive. Parking-centric development also adds up to \$800 per month in mortgage costs or an extra \$45,000 to the cost of homes for local families. Bill 2 goes a long way to addressing this issue. These costs are passed on to residents, regardless of whether or not they have a car. Bill 2 will “unbundle” those costs and provides more equity and choice in our parking system. Traditionally the cost of parking is paid by all tenants and bundled into their rent or mortgage payment even if they don’t have a car. Currently, 43.7% of O’ahu households have zero or one car, and 59.3% of rental households have zero or one car, but they are often overpaying for parking they don’t use.³

In summary, the city cannot delay or compromise on actions to address the crises of affordable housing and climate on O’ahu. We need a strong Bill 2 to reduce the cost of living for residents, decrease greenhouse gas emissions, encourage alternative transportation modes while providing opportunity for more active lifestyles to benefit the health of our communities by prioritizing safe, clean, walkable and bikeable streets! This a critical step in refocusing development to prioritize people, lower housing costs, and reduce the harmful climate impacts of our current transportation system.

Mahalo for the opportunity to testify in **strong support of Bill 2.**

Sincerely,
Lauren Ballesteros-Watanabe
Program Manager



Sierracluboahu.org

³ The U.S Census: [Car Ownership Data](#)

From: CLK Council Info
Sent: Tuesday, September 1, 2020 8:25 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Nathaniel Kinney
Phone 8082208892
Email execdir@hawaiiconstructionalliance.org
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 2
Your position on the matter Oppose
Representing Organization
Organization Hawaii Construction Alliance
Do you wish to speak at the hearing? Yes
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67



Mobile: 808.428.8717
Email: lindaschatz@schatzcollaborative.com
Schatzcollaborative.com

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, HI 96813-3077

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

Aloha Chair Anderson and Members of the City Council,

Mahalo for the opportunity to submit testimony on Bill 2, with comments to the amendments proposed by Councilmember Fukunaga's proposed CD1.

I have been fighting for housing for the last two decades of my career building homes and now developing workforce and affordable rentals. The housing crisis hits close to home where I have a mother and father who are fixed income seniors on social security where finding stable housing is a challenge. I have a younger sibling who with his wife is now currently unemployed from the restaurant industry due to the pandemic and with their 1 year old they are trying to figure out what to do next and how to find financial stability in uncertain times right now.

Bill 2's provisions on unbundling and setbacks are not acceptable. It is a grand experiment and it creates major risks and costs increases that jeopardize the delivery of housing at a time where people like my own family members need jobs, healthcare, and an affordable roof over their heads. **Please DO NOT advance this bill one step further to becoming law because it will jeopardize our ability to develop any housing for the community.**

Thank you again for the opportunity to submit this proposal. If there are any questions, or if additional information is needed, please do not hesitate to contact me at (808)428-8717.

Warmest Regards,

A handwritten signature in black ink that reads "Linda Schatz". The signature is fluid and cursive, with the first name being more prominent.

Linda Schatz
Principal

From: CLK Council Info
Sent: Tuesday, September 1, 2020 10:54 PM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Cheryl Guzikowski
Phone 2197413005
Email guzikows@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

Aloha, this is Cheryl, I am a member of Faith Action and live in Salt Lake and work in Kapolei. 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. Working in Kapolei, there is not even close to enough parking at the State buildings out there and there is less in town: so clearly, the current regulations are not ensuring that state workers have enough spaces to park. Queens Hospital tells new employees that the wait list for parking is years long. The Kamokila building doesn't have a parking structure because the state ran out of money. There are nearly 100 people on the wait list for parking there. The rail doesn't even go to these locations. We need to have practical solutions for current congestion issues as well as plans, comprehensive plans for our future. More streets closed off to cars. More urban planning. More mixed use 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 reading, and I hope you consider voting 'Yes' on this important legislation.

Mahalo,
Cheryl Guzikowski

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67



Kamehameha Schools®

City Council – City & County of Honolulu

Time: 10:00 a.m.
Date: September 2, 2020
Room: City Council Chamber

TESTIMONY

by Kau‘i Burgess

Director of Community & Government Relations

RE: Bill 2 (2020) CD1, Relating to Off-Street Parking and Loading

Aloha mai e Luna Ho‘omalua Anderson, Hope Luna Ho‘omalua Kobayashi, a me nā Lālā o ka ‘Aha o ke Kūlanakauhale a me ke Kalana o Honolulu.

Kamehameha Schools appreciates the opportunity to provide the following comments on Bill 2 (2020) CD1, relating to off-street parking and loading requirements within the Land Use Ordinance (ROH Ch. 21).

If Bill 2 is passed as currently proposed, it will substantially impair our ability to deliver the affordable and workforce housing and commercial opportunities that Honolulu’s communities urgently need.

Kamehameha Schools believes that every keiki deserves a home in which to live, grow, and thrive. Without access to stable, quality housing, health care, and basic commercial services, Hawai‘i’s learners are substantially less likely to succeed in their educational, career, and life paths, thereby reinforcing perpetual cycles of socioeconomic inequity.

Kamehameha Schools is an Ali‘i Trust, founded by the Will of Princess Bernice Pauahi Bishop in 1887. We were here in the 1800s and we will be here for generations to come. Therefore, the decisions we make on the use and stewardship of the ‘āina/kuleana (lands) Ke Ali‘i Pauahi left to us are guided by the following five values: **Education, Community, Culture, Economy and Environment.**

We are a mission-driven organization, and with our focus on providing educational opportunities in perpetuity for Native Hawaiian keiki, we work hard to ensure that the communities we build will enhance and support the well-being of our keiki and the environment that they live in today and tomorrow.

Despite the ongoing COVID-19 pandemic, Kamehameha Schools continues to have confidence in our commercial real estate portfolio, the continued master planning of our lands and upcoming development projects. To this effort, we are diligently working on several self-

development projects, as well as new projects with various development partners. We are now working even harder, given the current COVID-19 crisis, to entitle and permit these projects expeditiously to begin construction, and to kōkua the revitalization of the economy. **Over the next two to three years, we are working to break ground on projects with total development costs estimated to be in excess of \$1.675 billion, which will provide well-paying jobs and affordable homes in our communities.** Four of our key projects are listed below:

- Waipahu Redevelopment (3.5 acres)
 - Mixed-use TOD Development
 - Approx. **\$175M** Total Development Costs
 - Up to 500 affordable rental homes and affordable senior rental homes
 - Approx. 50,000 SF commercial
- Kapālama
 - Initial Mixed-use project within Phase I of the Kapālama Kai Master Plan
 - Approx. **\$300 million** Total Development Costs
 - 600-900 affordable and workforce homes
 - Approx. 25,000 SF of commercial
- Kaka‘ako
 - Mixed-use development of two of the remaining five blocks
 - Approx. **\$750 million** Total Development Costs
 - Up to 1,000 affordable, workforce, and market homes
 - Approx. 80,000 SF of commercial
- Mō‘ili‘ili
 - Mixed-use (Apartments, Hotel, Student Housing) development at the Pucks Alley and former Varsity Theater property
 - Approx. **\$450 million** Total Development Costs
 - 315 affordable and workforce rental apartments
 - 725-bed student housing project
 - 180 room limited service hotel
 - Up to 80,000 SF of commercial

As written, Bill 2 will adversely impact the production of the much needed affordable housing for keiki and ‘ohana on O‘ahu. There are several sections of this Bill **that we believe will be detrimental**, including:

- The Director’s ability to impose parking maximums (Section 21-6.30 (e));
- Limitations on access to parking from primary frontage/roadways (Section 21-6.80);
- Required parking setbacks, including:
 - 10’ from all sides and rear yards;
 - 25’ from the buildable-area boundary adjacent to the primary frontage road; and
 - 40’ for all structured parking from the buildable area boundary adjacent to any street (Section 21-6.90);
 - Relief from the 40’ setback requires 20’ of wrapped “active” floor area;

- Required unbundled parking (Section 21-6.100); and
- Director's ability to impose special loading requirements (Sec. 21-6.120).

These provisions put the development of affordable housing at risk and potentially make our planned projects listed above financially unviable (excluding Kaka'ako, due to HCDA's jurisdiction), along with additional future developments in other communities.

Founded in 1887, Kamehameha Schools is an educational organization striving to restore our people through education and advance a thriving Lāhui where all Native Hawaiians are successful, grounded in traditional values, and leading in the local and global communities. We believe that community success is individual success, Hawaiian culture-based education leads to academic success and local leadership drives global leadership.

Mahalo for the opportunity to comment on this bill.



**TESTIMONY TO THE HONOLULU CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU HALE, COUNCIL CHAMBERS
9:00 AM**

September 2, 2020

RE: Bill No. 2 (2020), LUO Amendment Relating to Off-Street Parking and Loading

Chair Ikaika Anderson, Vice-Chair Ann Kobayashi, and members of the Council:

My name is Dwight Mitsunaga, 2020 President of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii. Our members build the communities we all call home.

BIA Hawaii is strongly opposed to Bill No. 2, which proposes a comprehensive update to the off-street parking and loading requirements in Chapter 21 of the Revised Ordinances of Honolulu 1990 (the Land Use Ordinance).

We understand that the update is being done to put in place off-site parking and loading requirements similar to other transit oriented cities and municipalities on the mainland. Many of these cities and municipalities that are adopting similar ordinances have "mature" multi-modal transportation options available to their residents. Reducing parking can be one way of getting people out of their vehicles and into using other forms of transportation.

Bill No. 2 is highly premature, as Honolulu does not have a mature multi-modal transportation network similar to other transit oriented cities. Adopting these proposed off-street and loading requirements will not achieve the goal of getting people out of their cars, mainly because most Oahu residents do not have other reasonable alternatives to driving their car.

We also understand that was intended to provide for more affordable housing, although based on all of the mandated restrictions intended to create a more walkable and pedestrian-friendly street frontage, this will only serve to drive up the cost of development and housing in Honolulu, and make other projects uneconomical to develop based on location, lot size, and lot configuration.

While much of the discussion has been on the impact Bill No. 2 will have on vertical housing developments, it also will impact single-family, duplex and multi-family residential developments based on proposed set-backs and landscaping requirements that take away buildable area.

Section 21-6.100 Unbundled parking states: Off-street parking spaces may be leased or rented through a separate agreement, but may not be sold as condominiumized real estate to individual owners; provided that the spaces may be sold to a management company, homeowner's association, or similar entity capable of managing all off-street parking spaces on the site.

The Department of Planning and Permitting uses the 801 South Street project as an example of how unbundled parking can work. However, while this approach has worked for that specific project, market conditions are different at each location. Not many sites on Oahu have the pent-up demand for parking like in downtown Honolulu. 801 South Street is surrounded by government offices and private offices with employees looking for parking. This would not be the case for developments outside of the downtown urban core.

We believe some of the sections of Bill No. 2 may be appropriate once the rail is operational and other transportation alternatives are available to give residents a choice in commuting. Until that time, we respectfully request that the Council HOLD this bill.

Thank you for the opportunity to provide our comments on this matter.

Speaker Registration/Testimony

Name Susan Gorman-Chang
 Phone 818-723-0767
 Email sggc@dslextreme.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? Yes

I am in favor of Bill 2 because it updates old parking regulations that no longer serve us as we plan for a sustainable future here on Oahu. Unbundling the cost of parking from the cost of a housing unit will make housing more affordable. Bill 2 will end minimum parking requirements in new developments. Under current regulations, parking stalls are mandated yet 43% of local households have no car or just one car, so many are paying for spaces they are not using. That is inefficient.

Due to its increased flexibility in parking stall ordinance, Bill 2 will afford the opportunity for more EV parking spaces. Increasing EV parking spaces is vital to moving away from combustion engine vehicles towards fully electric transportation. Emissions from transportation make up 19% of all greenhouse gas emissions on Oahu, and we all know we must drastically reduce our greenhouse gas emissions to mitigate the worst of climate change.

Written Testimony

Bill 2 also supports the inclusion of more vines, shrubs and trees in new construction developments. The benefits of having more trees in urban spaces has been studied, to a large extent, and those benefits include the facts that urban trees:

- prolong life of infrastructure as asphalt that is shaded by trees does not have to be resealed as often as unshaded asphalt
- provide a sense of well-being and stress relief to those walking/living in the area
- clean the air by removing particulate matter, which also fosters better lung health
- slow storm water flow
- improve biodiversity
- mitigate the “urban heat island” effect

Bill 2 also creates the structure for more walkable communities. In Hawaii where our weather is pleasant all year round, walking in lieu of driving makes sense not only for

the environment in the form of fewer emissions from vehicles, but also for our own human health and safety. Also, the Bill 2 mandate of placing parking lots in the rear of buildings acts as a psychological “nudge”, altering the environment just enough to suggest the ease of walking, using ride sharing or public transportation to access the primary store fronts.

In conclusion, Bill 2 changes parking ordinances in a way that reflect a forward thinking approach, as the status quo of the old, outdated parking regulations no longer benefits us in our efforts and responsibility to mitigate climate change, to provide more reasonably priced housing, and to improve the quality of life in our urban environment.

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

Speaker Registration/Testimony

Name	Daniel Amato
Phone	8085611742
Email	Fuego808@gmail.com
Meeting Date	09-02-2092
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

Testimony of
Pacific Resource Partnership

City Council
City & County of Honolulu
Councilmember Ikaika Anderson, Chair
Councilmember Ann H. Kobayashi, Vice Chair

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

Wednesday, September 2, 2020

10:00 A.M.

City Council Chamber

Aloha Chair Anderson, Vice Chair Kobayashi and Members of the Council.

While Pacific Resource Partnership (PRP) supports portions of Bill 2 (2020) that reduce housing costs, including the removal of parking minimums, we cannot support this bill as written given the negative impacts that an unbundled parking requirement and large setbacks will have on on-street parking and affordable housing. PRP, therefore, writes in **strong opposition** to Bill 2 (2020).

Oahu's neighborhoods already suffer from a lack of on-street parking and traffic congestion. If homes and parking are sold separately, many homeowners may then opt out of purchasing parking to save money. Without a dedicated parking space, residents will seek out on-street parking in their neighborhoods or adjacent neighborhoods. Residents driving around neighborhoods in search of parking will only add to Oahu's traffic congestion creating additional delays and impairing local traffic circulation. Moreover, only 10% of Honolulu households have no cars¹ and that number is unlikely to change until Honolulu has a mature multi-modal transportation system, which is still years down the road.

In addition, PRP opposes large setback requirements in Bill 2 (2020), which will impact the development potential of properties by restricting the number of housing units that could be developed on smaller parcels and parcels bordered by more than one street, right of way, or a park. Over the next five years Oahu needs 22,168 dwelling units to satisfy its housing demand, and the adoption of policies restricting the development potential of properties is not a solution for solving Oahu's housing crisis.

Given the above, PRP respectfully recommends that this Council recommit Bill 2 (2020) back to the Committee on Zoning, Planning and Housing.

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



From: CLK Council Info
Sent: Wednesday, September 2, 2020 9:41 AM
Subject: Council/Public Hearing Speaker Registration/Testimony

Speaker Registration/Testimony

Name Dylan P. Armstrong
Phone 808-451-7951
Email Dylan.P.Armstrong@gmail.com
Meeting Date 09-02-2020
Council/PH Committee Council
Agenda Item Bill 02
Your position on the matter Support
Representing Organization Self
Do you wish to speak at the hearing? No

Aloha Chair Anderson and Honorable Members of the Honolulu City Council,

I write to offer my written support for Bill 2 (2020). These thoughts, such as they are, are from a professional urban planner who is a resident and active civic organization volunteer in Mānoa Valley, located at the mauka side of the ahupua'a of Waikīkī, Kona District of O'ahu, and a major neighborhood within the Primary Urban Center of the City and County of Honolulu.

Written Testimony One of my voluntary service roles is as the Co-Chair of Built Environment for the Mānoa-McCully-Mō'ili'ili-Makiki ("4M") Area of the Blue Zones Project. This means thinking about how urban design can aid us all living longer and better. I believe that Bill 2 (2020) supports this goal, which is why you see not only my support by the Blue Zones Project's organizational support today. Every one of us begins and ends our trips, every day, as a pedestrian. This is true no matter whether we drive, bike, or use transit as our primary mode of transportation. Once we set out our front doors, and then as we travel from the street or the parking lot into our destination, we do so on foot or in accessibility-providing devices like power chairs. We complete our trips, always, as pedestrians.

It is vital that we protect and develop that experience and that phase of our daily tours to be as safe, economically efficient, and community-building as possible.

As you look at these proposed changes to Sec.21-6.10 of the Lane Use Ordinance (LUO), I humbly submit that the following ordinance changes are necessary for the City and County of Honolulu:

1. Simplifying our island's parking requirements;
2. Allowing our people to pay for the parking that they want and need, not for the amount of parking that central government requires; and
3. Modernizing our design standards for increasing public safety, the canopy cover of our urban forest, and better access to ride-hailing and delivery services.

Honolulu's current LUO arbitrarily creates new parking podiums, which are multi-story parking structures with high-rise residential or commercial atop the parking. These buildings are often unattractive, an "architectural menace" according to the Los Angeles Times. Furthermore, these requirements usher in redundant parking spaces and excessive residential or commercial units. Developers always try to maximize profit by relying on economies of scale (height, volume) to reduce construction costs. Not least, these parking podium buildings fragment the urban landscape, the world we experience in our tours whether by vehicle or on foot or bike.

Anybody who regularly walks down Bishop Street on the 'ewa side between Hotel and King Streets during peak hours knows how disjointed and dangerous the mid-block parking ramp to the Cades-Schutte building can be, particularly if you are on foot on the sidewalk. In newer buildings, we see the first thirty feet and often more of new buildings devoted to parking structures. We have often sacrificed good architecture and neighborhoods worth walking in for an elusive goal.

These problems with existing parking can be mollified with technology, particularly for the youngest generations. Some cities have 'real time' parking availability provided as a City service. Indeed, we have a glut of parking, even in our most congested, stress-inducing and time-intensive neighborhoods to visit, such as Downtown and Waikīkī. We do not lack parking, but rather its common knowledge placement, its reliable availability based on time of day, and its proximity to destinations. When I was an undergraduate at UH Mānoa, the solution I looked at in my urban planning class was to support off-site, dedicated private parking structures, and move away from requiring on-site parking in every building.

By providing parking at the block or neighborhood-level and not at the site, you reduce the time wasted on searching, moving the vehicle, and needing to demonstrate patronage at a given business. You can

park where you want to and use it as long or as little as you want. Indeed, Bill 2 would stop new development from uniformly being designed for parking—first!—and people, second. By taking pressure off parcel owners to all dedicate so much space to parking, property owners will be freer to use or develop their properties based on their needs. Existing on-site parking can also be repurposed as outdoor dining and events, allowing flexibility of use if it isn't needed for its current purpose.

Any changes to our parking requirements from Bill 2 can be expected take years to produce island-wide effects. We do not transform our building inventory as fast as comparable North American cities. Such cities have also found what we experience: that building more parking does not necessarily fix the problems of parking misallocation and traffic congestion. This will allow for a window of opportunity to address implementation challenges, as well as supplement proposed changes in Bill 2 with any needed tactical measures.

Please note that Bill 2 is not transformative of all land uses, and retains much of our existing parking model. Off-street parking requirements as we know them stay for the “Primary Urban Center Development Plans area and Ewa Development Plan area... in the residential, agricultural, and preservation zoning districts.” In addition, “accessory dwelling units, one off-street parking space must be provided in addition to the required off-street parking for the primary dwelling unit.” One of the main purposes of Bill 2 is to simplify existing language. It is not an entire replacement of existing parking and urban design ordinances in the LUO. To reiterate, please vote in favor of Bill 2 (2020).

Thank you,
Dylan P. Armstrong
Mānoa, Honolulu, Hawai‘i

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67