

Kakaako Off-Street Parking Task Force
Findings & Recommendations

April 3, 2019

SUMMARY:

The Kakaako Off-Street Parking Task Force (“Task Force”) was formed at the October 3, 2018 Hawaii Community Development Authority (“HCDA”) Kakaako meeting to study off-street parking in the Kakaako Community Development District (“KCDD”) and recommend a KCDD off-street parking policy to the Authority.

The Task Force includes Board Members Wei Fang, Jason Okuhama, and Philip Hasha. Permitted interactions of a group of Board Members is governed by the Hawaii Revised Statutes (“HRS”) § 92-2.5(b)(1) which provides that two or more members of a board, but less than a quorum may be assigned to investigate a matter relating to the official business of the board, provided that:

1. The scope of the investigation and the scope of each members authority are defined at a meeting of the board;
2. All resulting findings and recommendations are presented to the board at a meeting of the board; and
3. Deliberation and decision-making on the matter investigated, if any, occurs only at a duly noticed meeting of the board held subsequent to the meeting at which the findings and recommendations of the investigation were presented to the board.

BACKGROUND:

Off-street parking policies and requirements are important in the development of the KCDD since the availability and cost of parking influences peoples’ travel behavior. Analyzing the amount of space dedicated to parking is a fundamental factor when determining its impact on the urban form and the pedestrian experience within KCDD. Rethinking the current off-street parking requirements and adopting a sensible and well-tailored approach to parking design and management could be an important endeavor that HCDA can undertake to foster a pedestrian and transit oriented public realm.

The off-street parking requirements of HCDA’s Mauka Area Rules have negatively impacted the physical urban form of KCDD. Currently, the Mauka Area Rules has a minimum off-street parking requirement for most projects and uses. Minimum off-street parking requirements, such as those established in the Mauka Area Rules, have emerged as one of the biggest culprits that have destroyed the urban form as it encourages projects to develop at the scale of cars rather than pedestrians. Minimum off-street parking requirements are also partly to blame for creating obstacles to many cities’ efforts to boost new residential and commercial developments in downtown areas. Off-street parking especially becomes a visual atrocity and has a detrimental

effect to the pedestrian environment in cities like Honolulu where nearly all the parking stalls are provided above ground in multileveled facilities due to the costs associated with undergrounding.

Generally, to encourage a pedestrian oriented community rather than an automobile dependent one, our off-street parking regulations can be redesigned to better balance our urban spaces and assets. Studies have shown that abundant parking availability increases automobile use. Similarly, at a cost of about \$50,000 per stall in a multileveled facility, it no longer is logical to provide more off-street parking stalls than is needed. The value for underutilized parking stalls could go towards higher quality developments that encourage a walkable neighborhood, additional amenities for the public realm, or developing affordable housing.

FINDINGS:

The Task Force consulted with the following governmental and private entities:

- Andrew Yamaguchi, Graduate from the University of Hawaii, Department of Urban and Regional Planning, whose area of concentration research focused on condo-based car sharing within the KCDD and included an inventory of off-street parking stalls in Kakaako.
- Shirley Sweeney and Mary Pat Waterhouse, HCDA's Financial Position Task Force.
- Nicola Szibbo and Jack Patterson, Department of Transportation Services.
- Harrison Rue and Katia Balassiano, Department of Planning and Permitting.
- Diane Dohm and Kiana Otsuka, Oahu Metropolitan Planning Organization.
- Katie Rooney, Ulupono.
- Rocky Mould, Office of Climate Change, Sustainability and Resilience.
- Daniel Nishikawa, First Hawaiian Bank.
- Nicole Nakano, Diamond Parking Services.

As a group, the above listed entities have expertise in sustainability, transportation, off-street parking policies and regulations, financial analysis, and parking management. Listed below are the findings, facts, and recommendations collected from the meetings and discussions with these different parties.

- There are approximately 35% more parking stalls built in residential mixed-use projects in KCDD than what is required by the Mauka Area Rules¹.
- KCDD residents aspire to be more multi-modal in their travel, are open to car sharing, are split on giving up use of personal vehicle and are reluctant to give up parking¹.
- There is a need for off-street parking for businesses in the KCDD.
- Affordable housing projects in the KCDD and in urban Honolulu have been constructed with reduced off-street parking requirements.

- Most local financial institutions that provide finance for the development of condominiums, when underwriting projects that have less than the required minimum off-street parking, depending on the location of the proposed project, tend to discount the value of the project in the amount ranging between \$35,000 to \$50,000. Currently, it seems that financial institutions are not keen on changing their manner of operating unless proven otherwise through successful completed development projects. As such, more effort needs to be made to provide financial underwriters with diverse and current data about consumer behavior trends and transportation ecosystem innovations.
- The provision of more than the required off-street parking does not negatively impact a developer as there is no loss associated with providing the excess parking stalls. On the contrary, developers tend to believe that the provision of additional parking stalls makes a market residential unit more profitable.
- Shared parking and unbundling parking should be considered when determining off-street parking requirements for future mixed-use development projects.
- Along with off-street parking requirements, off-street loading requirements should also be studied since more freight is being delivered to households. This may result in increased off-street loading requirements.
- HCDA should prepare on-street and off-street parking inventory in the KCDD. Doing so might induce the development of off-street parking finder applications.
- Encourage non-assigned parking stalls.
- Give incentives for developments that reduce the off-street parking provided.
- Consider innovative parking strategies such as mechanical parking on HCDA owned properties.
- Consider collecting parking utilization information from major developments in the KCDD.
- Consider car-share stall requirements in all mixed-use developments.
- Consider requiring Level-1 charger for electrical vehicles in parking garages.
- Consider creating a district parking for KCDD that can be used by all businesses in the KCDD.
- Consider the future conversion of parking garages into other uses when there will be a robust mass-transit system in the KCDD and the need for parking stalls will decrease.
- Consider no 'minimum off-street parking requirement' and the inclusion of parking into floor area calculation.
- Consider implementing off-street parking maximums.
- Consider asking developers and the various Associations of Apartment Owners ("AOAO") within KCDD to allow the parking for the residential spaces to be shared with businesses within the district.
- For future development projects consider requesting for off-street parking stalls to be unbundled from the residential and commercial uses and made available for lease from AOAOs.

RECOMMENDATIONS:

The Task Force recommends that the Authority consider exploring the options listed below. The recommendations are categorized as short-term, mid-term, and long-term.

Short Term (Less than two years) Recommendations:

1. Reach out to large land owners, such as Victoria Ward and Kamehameha Schools, for consideration of establishing a shared district parking within their mixed-use developments. This district parking can be utilized by all businesses that are in the KCDD whether they are located within the Ward Village or Kamehameha Schools Master Plan projects.
2. Require unbundling of parking in all future mixed-use developments.
3. Require shared parking.
4. Require large land owners and major developments to provide parking inventory and parking utilization information within their projects.
5. Providing funding to allow for a cross-agency on-street and off-street parking inventory and utilization study.
6. Revise standards for parking management contracts so that they include requirements for modernization, good signage that complements Transit Oriented Development (“TOD”) and allow for shorter contract terms.
7. Meet annually with various government and private entities to discuss the latest trends, technologies and policies relating to off-street parking. This will allow everyone to keep abreast of all new advancements relating to transportation while aiding for better coordination with all stakeholders.
8. Move forward in finalizing the TOD Overlay Final Draft Plan. The TOD Overlay Final Draft Plan has provided great recommendations and strategies such as:
 - a. Parking management in the KCDD to reduce unnecessary auto travel and parking demand which are critical to developing walkable vibrant and interesting streets,
 - b. Management of loading, delivery and parking access to reduce conflicts with pedestrians and optimize the efficiency of the street network,
 - c. Implementing urban design principles to create safe and comfortable public spaces and enhance the relationship between people, the landscape, and the built environment,
 - d. Making walking and cycling access to frequent transit as direct as possible,
 - e. Creating a well-connect pedestrian network,
 - f. Providing bicycle connectivity and storage,
 - g. Encouraging climate responsive design, and
 - h. Implementing a coordinated multimodal wayfinding program.

The above listed recommendations are not dependent on the rail but are strategies that can be implemented to enhance the KCDD. Therefore, it is ideal that they get implemented soon, preferably before the year 2020.

Mid Term (Two to five years) Recommendations:

1. Amend the Mauka Area Rules to:
 - a. Have no minimum off-street parking requirement.
 - b. Count parking as floor area.
 - c. Unbundle off-street parking from all residential and commercial uses and make off-street parking available only thru the leasing mechanism from AOAOs.
 - d. Require car share parking stalls in all developments.
 - e. Require bicycle parking in all developments.
 - f. Require Level-1 charger for electrical vehicles in parking garages.
 - g. Require projects to provide more loading zones, and a ride share drop-off and pick-up area.
 - h. Require that if a project provides parking it needs to meet parking and access standards established in the Mauka Area Rules.
2. Conduct studies to implement innovative parking strategies such as mechanical parking on HCDA owned properties.
3. Partner with Hawaii Energy and the Department of Transportation to provide Electric Vehicle charger rebate.
4. Request that large land owners include a public benefit plan for repurposing any of their unused and/or underutilized parking areas.
5. Conduct a feasibility and planning study for a centralized district parking garage.

Long Term (Five+ years) Recommendations:

1. Construct a centralized district parking garage that will provide off-street parking for all the area businesses.
2. Adopt a design standard for a parking garage that is suitable for its future conversion into other uses.

1. Condo-Based Car-Sharing: Assessing Its Potential Role in the TOD Tool Kit, Andrew Yamaguchi, Department of Urban and Regional Planning, University of Hawaii, Area of Concentration Paper, Fall 2018.