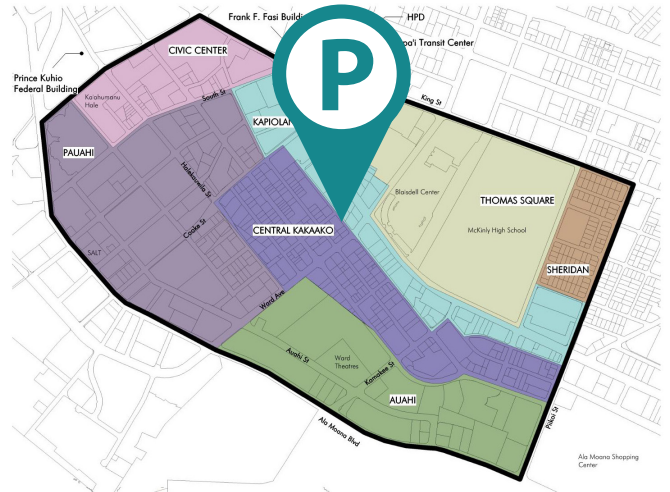




Kaka 'ako parking updates

HCDA is studying ways to amend the Mauka Area Rules to allow the Community to make market-based decisions on the construction and utilization of off-street parking.



The current Mauka Area Rules (Tile 5, Chp. 217, HAR) require new buildings to provide a minimum amount of off-street parking space.



Benefits of reforming the current off-street parking rules...

Updating these rules enables developers to rightsize parking to meet market-demand and promotes the design of a vibrant pedestrian oriented community, with healthy transportation options like walking, bicycling, and taking transit.

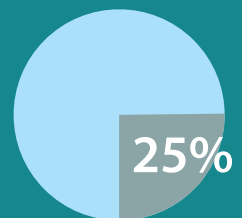


Eliminating off-street parking requirements will..

- Reduce government **red tape** by removing off-street parking requirements, to speed up the review process.
- Allow the **community** to make market-based **decisions** on the construction and utilizations of off-street parking.
- Increase the number of housing units and commercial space by utilizing floor area previously taken up by required off-street parking.
- Promote a **livable, and walkable** urban community that provides alternatives to driving.

These are **solutions** specific to the Mauka Area of Kakaako.

¹We are already building too much parking. The majority of parking built in the Mauka Area is currently under-utilized by **25-30%**.



1.Stanbro, Joshua. Public Testimony, Bill 2 (2020) – Relating to Off-Street Parking and Loading, *Honolulu City Council, Committee on Zoning, Planning and Housing*, May 19, 2020.



There is no such thing as free parking

²The construction costs of parking are built into the cost of housing. ³It costs \$20-\$50k to build each parking stall. This is included in the sale price of every residential unit sold. There are also costs associated in the maintenance of every stall.

Costs of parking and parking maintenance are included in commercial lease prices.



Why count parking structures and covered parking as floor area?

Buildings account for nearly 40% of the global greenhouse gas emissions (Architecture 2030).

⁴According to several State and City reports, as much as 30% of parking is under-utilized in Metro-Honolulu. We are building things that we are not using. This wastes resources and contributes towards the acceleration of climate change.

We need to be looking at ways to maximize all built floor area. Floor area is better used towards housing people of our community and creating space for commercial use, rather than parking a car.

Frequently asked questions

Does removing off-street parking requirements mean that everyone will start parking on the streets?



- The Mauka Area of Kaka'ako has some of the most regulated on-street parking in Urban Honolulu. The majority of the streets have regulated parking hours, parking length, and metered stalls.
- Developers will still need to provide the number of off-street parking stalls they feel that they need based on market demand. This can vary depending on the design and use of each development.
- According to the US Census, 43.7% of Oahu households have 1 or no car, and 59.3% of rental households have 1 or no car.

Will this increase traffic problems in Kaka'ako?

- There is great connection to current (the Bus, Biki, car share) and future (Rail Transit) public transit options in Kaka'ako.
- HCDA will promote the construction of more district off-street parking structures throughout the Mauka Area. HCDA is proposing density incentives to developers in exchange for more public off-street parking.
- The parking reforms does not prevent developers from building parking. It removes parking requirements to allow market-based decisions on the use of the floor area.

Will including parking as floor area will discourage developers from building in Kaka'ako?

- HCDA will propose a floor area ration (FAR) increase of 1.5-2.0 to account for parking floor area. This FAR increase was studied under the ⁵2015 TOD Overlay Plan EIS. Developers will not be at a FAR deficit with the proposed parking reform.
- Permits approved in the Mauka Area from 2005-2018 show an average gross FAR for parking area to be 2.20.
- Developers will be able to take advantage of incentive zoning bonuses in exchange for increased public benefits in designated areas. This can be used toward building more parking or more salable area.

2. Rooney, Kathleen., & Shoup, Donald. "There's No Such Thing as Free Parking", *Honolulu Civil Beat*, December 9, 2019, <https://www.civilbeat.org/2019/12/theres-no-such-thing-as-free-parking/>.

3. PBR Hawaii & Associates, Inc. & Rider Levett Bucknall, "The Costs of Parking in Hawaii", *Ulupono Initiative*, August 2020.

4. Walker Parking Consultants, Honolulu Urban Core Parking Master Plan, *City and County of Honolulu*, February 8, 2011.

5. Hawaii Community Development Authority, TOD Overlay Plan Final Environmental Impact Study, June 10, 2015 <http://dbedt.hawaii.gov/hcda/transit-oriented-development-plan/>.

