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TACKLING PARKING REFORM IN

Hawaii

TAKING DOWN PARKING LOTS
AND UNPAVING PARADISE

May 20, 2021 | 4 PM PT

FEATURING KATHLEEN ROONEY
DIRECTOR OF TRANSPORTATION POLICY
AND PROGRAMS - ULUPONO INITIATIVE



PRESENTED BY THE PARKING REFORM NETWORK



Overview

- Ulupono Initiative and our Hawai'i focus
- Strategy for tackling parking reform
- Off-street parking reform deep dive
- Key takeaways

About Ulupono Initiative

TRANSPORTATION

Committed to a **sustainable, resilient** Hawai'i

Local Food



- DA BUX Double Up Food Bucks
- Farm Link Hawai'i
- Farm-to-School
- Hawai'i 'Ulu Cooperative
- OI-HPU Feed Mill

Water & Waste



- Aloha Harvest
- Fresh Water Initiative
- Re-use Hawai'i
- WAI: Wastewater Alternatives & Innovations

Renewable Energy



- BioEnergy Hawai'i
- Carbon Lighthouse
- ClearFuels
- Ibis Networks
- Performance-Based Regulation
- SolarCity

Clean Transportation



- A²CES for AVs
- Biki/Bikeshare Hawai'i
- The Cost of Parking in Hawai'i Report
- Drive Electric Hawai'i
- Quick Builds
- Volta Charging

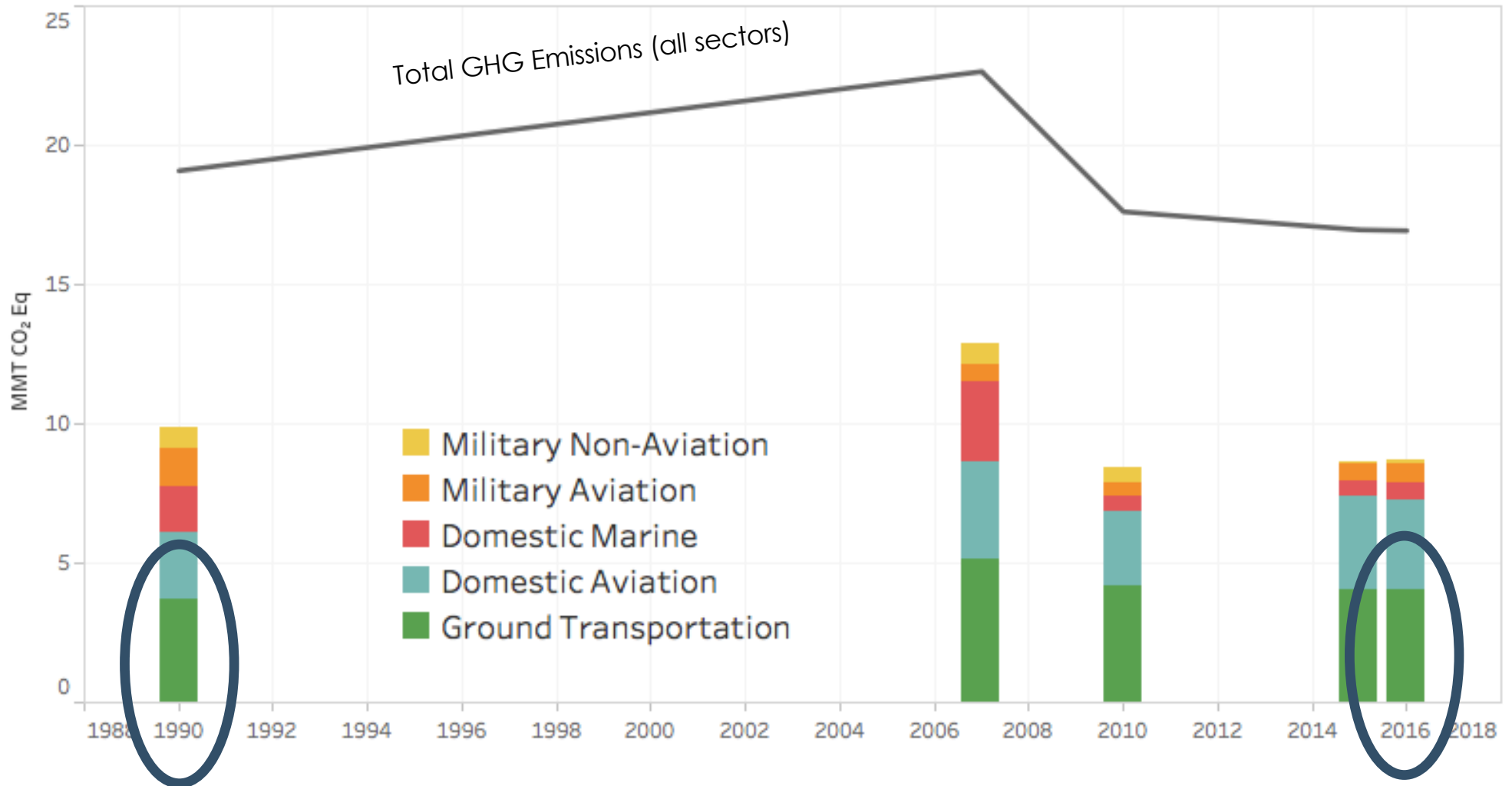
View these and other projects at ulupono.com



***Using
transportation
policy and
planning to
advance our
community
visions and
goals***

- 15+ years national experience
- Nexus of transportation, community planning, and environmental issues
- All over the place...
 - Federal to local government
 - Executive, legislative, and judicial branches
 - Non-profit, for-profit, impact investment, and public organizations
 - Nationally, and in more than 10 states

We can't become self-sufficient without tackling *ground transportation*

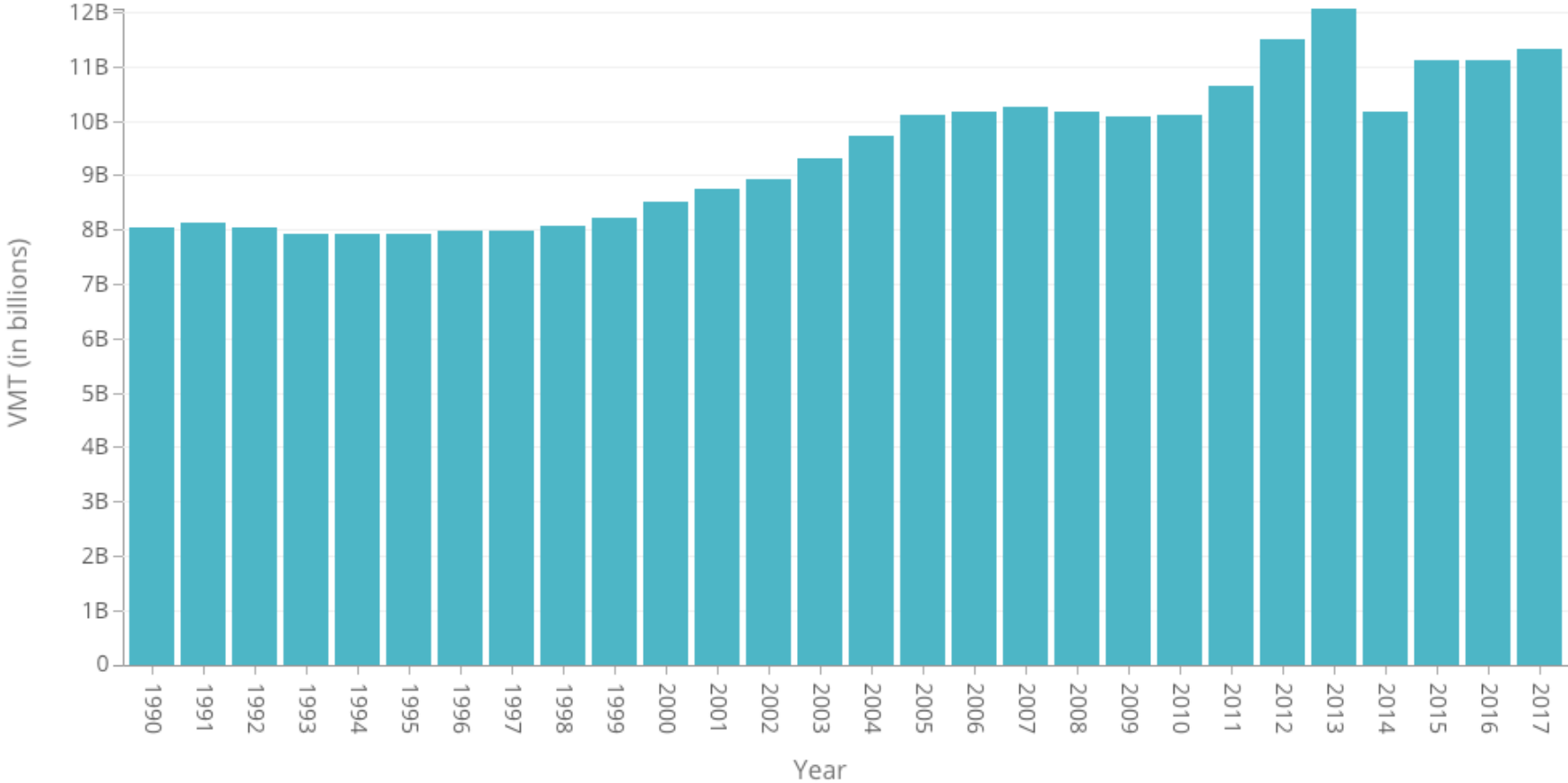


Source: Hawai'i Greenhouse Gas Emissions Report for 2016, Final Report, December 2019

VMT is on the rise

Average 9,400 per capita per year

Total Annual Vehicle Miles Travelled (VMT) in the State of Hawai'i

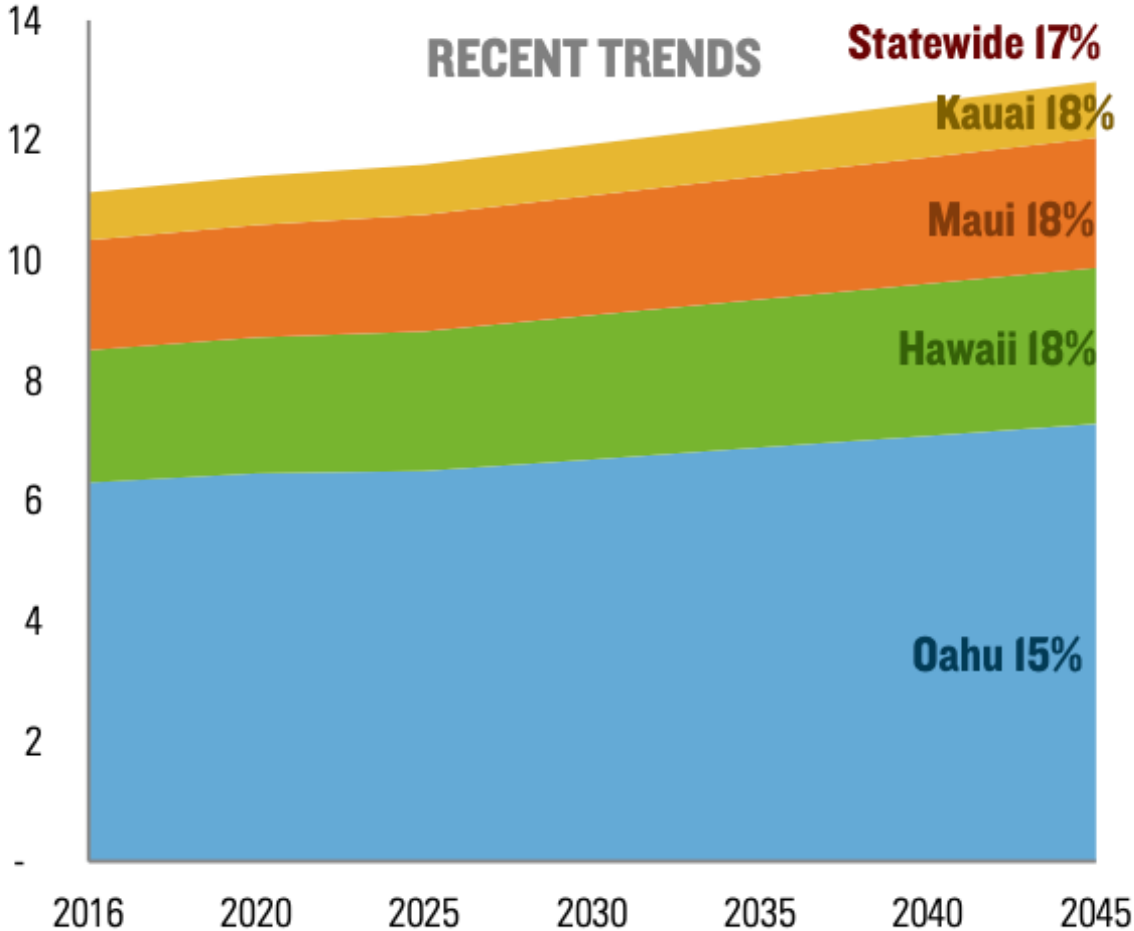


Source: DBEDT Databook

VMT is continuing to rise

Figure 3.4: VMT projections by county, 2016-2045

Billion miles traveled



Source: Hawai'i Open Data, 2020

How we work

TRANSPORTATION



IMPACT

- Will this move the needle in Hawai'i in a measurable way?



OPPORTUNITY

- Is there space for systems change?
- Can our actions help?



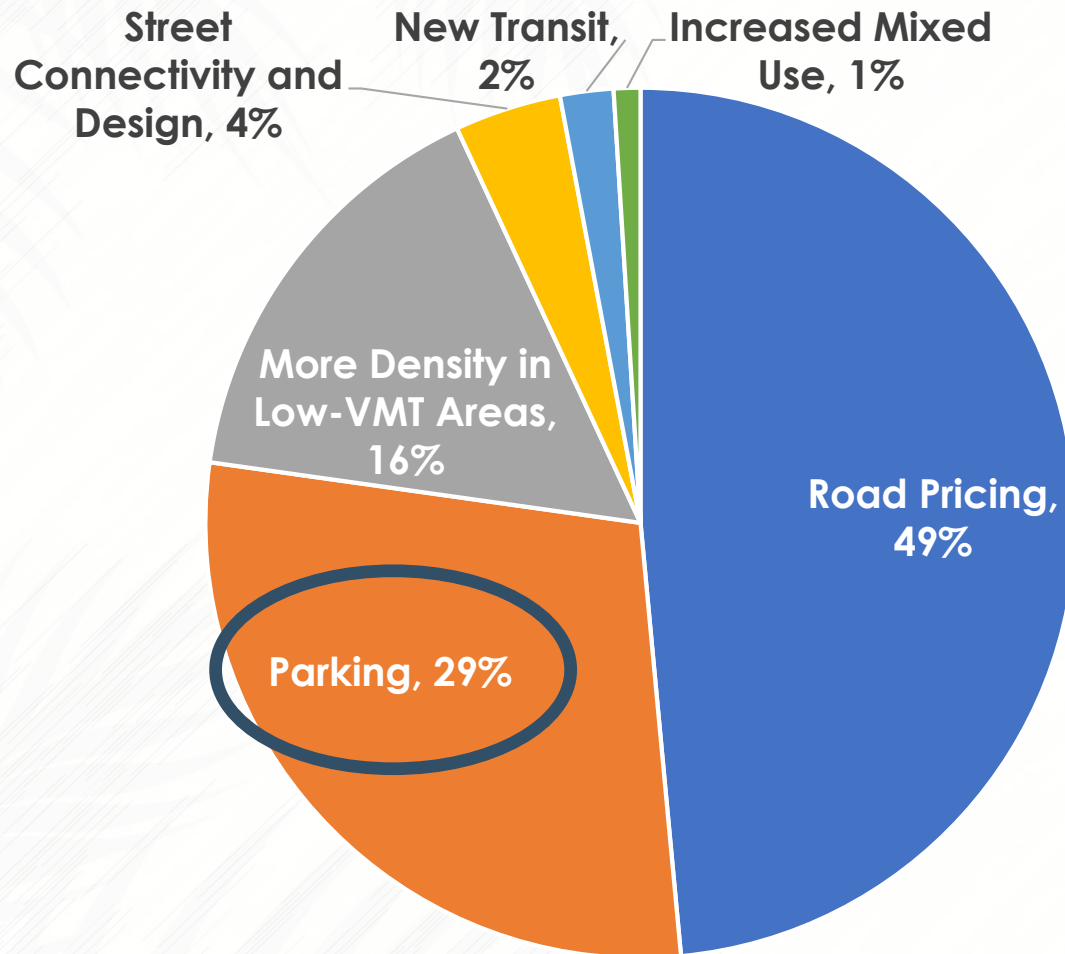
TIMELINESS

- Is this the right time; and if not, when will it be?

Why rightsize parking?

TRANSPORTATION

IMPACT



Why rightsize parking?

OPPORTUNITY

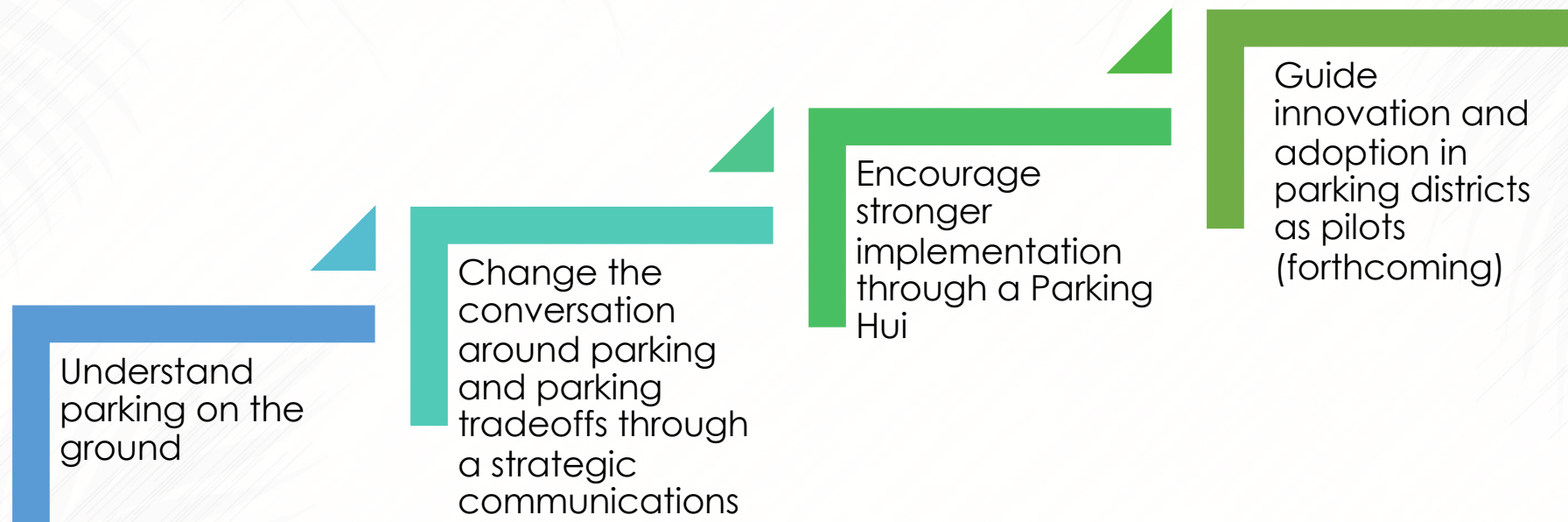
- Local land use control
- Under-utilized strategy



TIMELINESS

- **Off-Street**
 - C&C Honolulu Bill 2
 - Maui land use update
- **On-Street**
 - C&C urban master plan
 - Downtown Hilo study
- **Other/Policy**
 - Kaua'i North Shore parking enforcement
 - State Climate Change Commission priority

Our strategy within parking reform (2018-present)



We have a lot of parking on O'ahu

- 3 spaces per car = 1.5 million spaces
- At 330 sq. ft. per space = **495 million sq. ft.**
or **11,363+ acres**
or **17+ sq. miles**



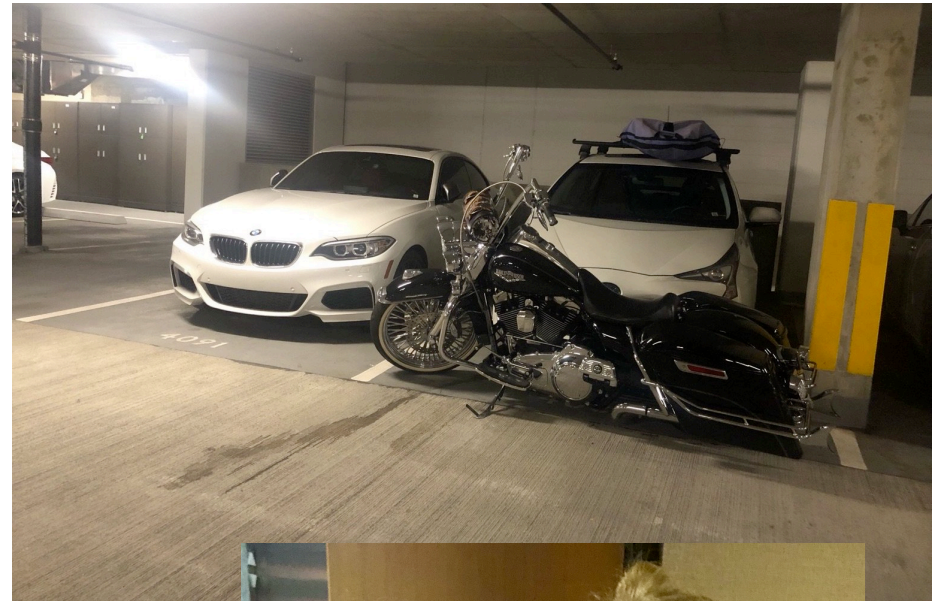
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Parking goes unused!

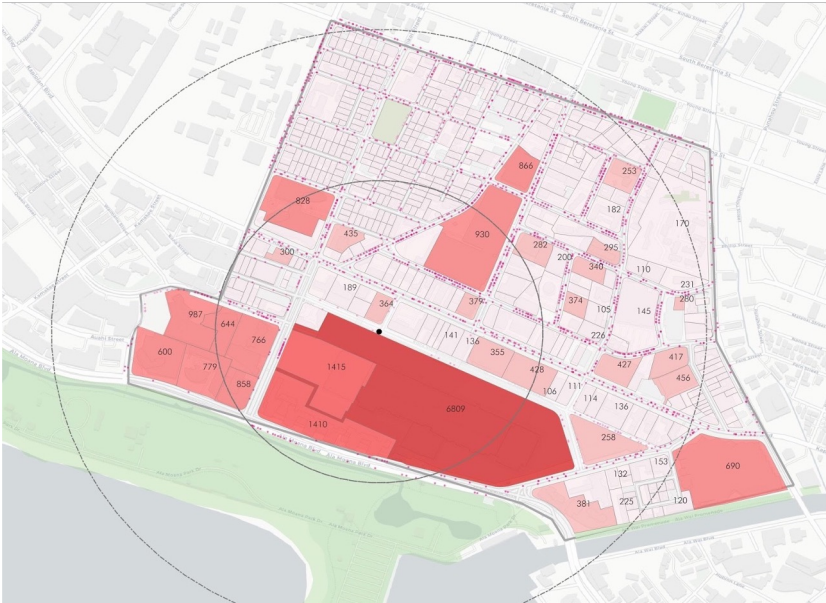
How much residential parking goes unused?

- 26% in greater Boston
- 31% in greater Seattle
- 33% in Madison, WI
- 40% in Washington, DC
- 44% in Chicago

25-30% unused in Honolulu



Ala Moana Parking Study



Focus groups

Making people think twice

- Not enough parking management technology
- Accurate, realistic, and local costs of parking



Hidden Costs of Parking Approach

- Using real costs/projects but reporting representative direct costs
- Ensuring statewide but contextual representation
- Using conservative estimates and validating across multiple sources of information
- Applying realistic housing and commercial scenarios



Representative Carrying Costs of Parking for Selected Household Profiles

TRANSPORTATION

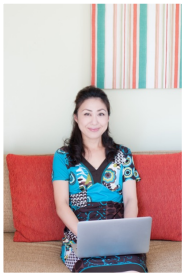
Location	Podium parking	On-grade parking: residential				On-grade parking: commercial				Garage parking: commercial				
	Urban Honolulu	Other O'ahu	Maui Island	Kaua'i	Hawai'i	Other O'ahu	Maui Island	Kaua'i	Hawai'i	Urban Honolulu	Other O'ahu	Maui Island	Kaua'i	Hawai'i
Cost per stall:														
Construction	\$42,000	\$3,100	\$3,600	\$3,800	\$3,400	\$5,400	\$6,200	\$6,500	\$5,900	\$42,000	\$49,000	\$56,500	\$59,000	\$54,000
Land	\$0	\$19,400	\$11,600	\$3,200	\$800	\$20,000	\$17,000	\$7,000	\$7,000	\$15,000	\$4,000	\$3,400	\$1,400	\$1,400
Total costs	\$42,000	\$22,500	\$15,200	\$7,000	\$4,200	\$25,400	\$23,200	\$13,500	\$12,900	\$57,000	\$53,000	\$59,900	\$60,400	\$55,400
Typical GFA square feet per stall*	330	360	360	360	360	360	360	360	360	330	330	330	330	330
Cost per square foot GFA	\$127	\$63	\$42	\$19	\$12	\$71	\$64	\$38	\$36	\$173	\$161	\$182	\$183	\$168
Parking levels	7	1	1	1	1	1	1	1	1	7	5	5	5	5
Primary source for construction cost estimate	<i>RLB, based on contractor bids for 5 facilities</i>	<i>Reported on-grade expenses for recent private residential developments in West O'ahu, adjusted for soft costs, and geographic factors</i>				<i>Reported on-grade expenses for recent private residential developments in West O'ahu, adjusted for required landscape, irrigation and lighting costs, soft costs, and geographic factors</i>				<i>RLB, based on contractor bids for 5 facilities</i>	<i>RLB, based on a 355-stall Wailuku municipal parking structure</i>			

* Includes all facilities and areas associated with the development: may include elevator lobbies, stairwells, bicycle parking, mix of compact vs. standard stalls, landscaped areas and sidewalks, etc. Excludes storage facilities, waste disposal, and loading docks and areas, if any.

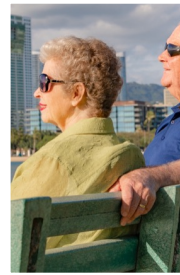
Sources: Rider Levett Bucknall, 2020; PBR HAWAII, 2020 (land costs); verbal estimate of recent on-grade hard construction costs by O'ahu developers.

Q1 2020 dollars

Personalized impacts



Single person renting a high-rise, 400 sq ft studio in urban Honolulu building.
Burden: **\$410 per month** for 1 space. At 50% AMI, this could be up to 37% of the maximum allowable rent.



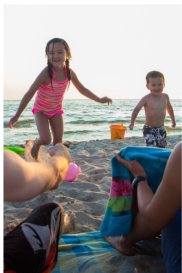
Senior couple renting a high-rise, 600-square foot 1-bedroom unit in urban Honolulu.
Burden: **\$410 per month** for 1 space. At median income, that would be 17% of the allowable rent for this income.



A family of three looking to rent a two-bedroom, 750-square-foot townhome on O'ahu but outside of urban Honolulu.
Burden: **Between \$180 and \$360 per month with an average of \$270** in parking costs, depending on number of spaces.



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).
Burden: **\$84,000** for the two required parking spaces, equaling \$820/month in carrying costs.



A family of four looking to buy a three-bedroom, 1,200-square-foot home on O'ahu but outside the urban core.
Burden: **\$45,000** in development costs for the two spaces required by current land use ordinances.

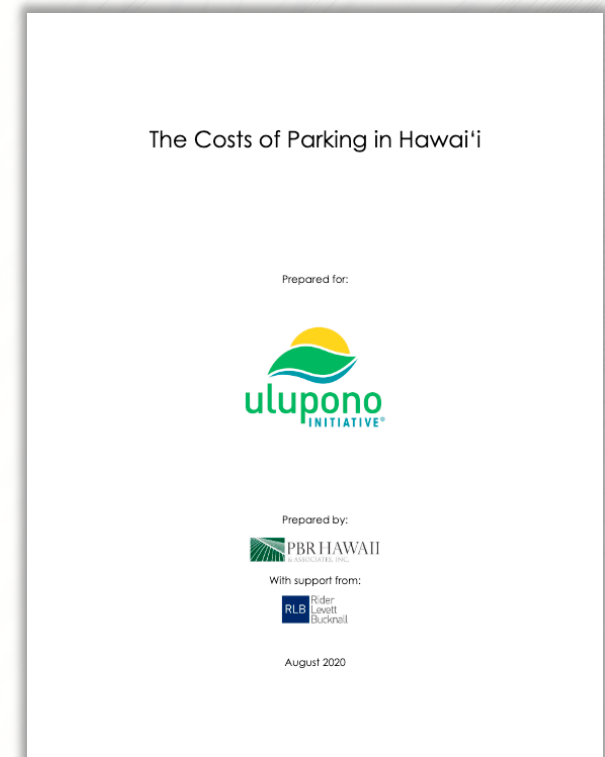


160,000-square foot "big box" store outside of the urban core.
Burden: **\$10.9 million** to develop 534 spaces, or 3.3 per thousand square feet of commercial area. Nearly 190,000 square feet of parking (4.3 acres)—larger than the store itself.

“New report shows alarming hidden costs of parking in Hawai‘i” – KHON2

TRANSPORTATION

- **\$180-\$410/unit** added to monthly rent or mortgage payments
- **37% of rent** for studios in urban Honolulu at 50% AMI
- **20% (\$84,00)** of the average condo purchase price in urban Honolulu
- **1-2% of gross sales** for the retail storeowner; it adds an extra week's worth of groceries to your overall food cost



Off-street parking reform deep dive

Bill 2 (2020)



Collaboration and Process

- Supportive policy and plans network
- 2019 Smart Growth America technical assistance funded through EPA
- Willing partners
 - Community orgs (enviro., livability, equity, etc.)
 - Development community
 - Governmental agencies
 - American Cities Climate Challenge
- Additional outreach and discussions

Outdated Parking Mandates Hurt Our Island

They make construction more expensive.



They make housing more scarce.



They lead to more driving and undermine climate goals.





43%
of O'ahu
households
have zero
or one car





69% of Honolulu households without personal automobiles are low-income.

Source: Honolulu Complete Streets

Housing people, not cars

Simplify regulations

- Consolidated & clearer
- Fewer permits required
- Single residential requirement

Reduce and rightsize parking mandates

- No minimums in urban core
- Reduced in non-urban/single-family

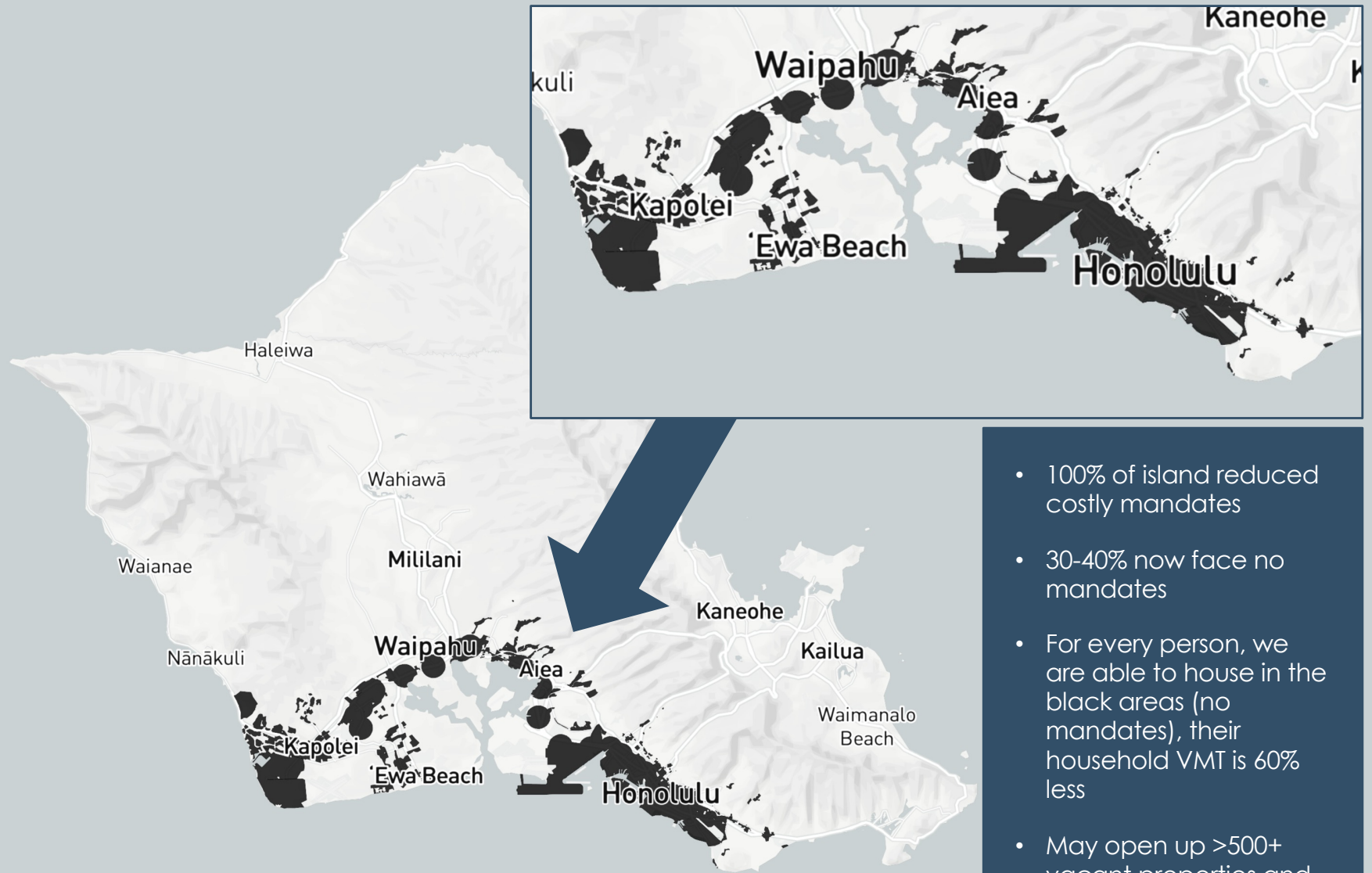
Create flexibility for developers AND residents

- Allows developers to build to unique sites and needs
- Allows residents to decide how much parking they need/will use

Prepare for the future

- Requires fewer and more flexible loading zones
- Unbundling as an incentive
- Allows more shared, joint-use innovative parking

80% of Bill 2 (2020) was agreed on by committed stakeholders and general testimony



- 100% of island reduced costly mandates
- 30-40% now face no mandates
- For every person, we are able to house in the black areas (no mandates), their household VMT is 60% less
- May open up >500+ vacant properties and <800 acres for redevelopment



Common issues

“You’re making people’s commute more expensive and they already can’t afford it!”

- Does NOT affect current supply—only future parking
- Does NOT affect on-street parking—only off-street parking
- DOES open up previously undevelopable land for potential housing

“People won’t buy units without parking....”

- Let them decide—Rightsizing means the parking you want
- Examples of no-parking new buildings

Nohona Hale, Kaka’ako



Photo by George F. Lee, Honolulu Star-Advertiser

Common complaints

“How can we guarantee that housing affordability benefits will accrue to residents?”

- Unbundling could've helped
- Currently guarantee that these benefits can't accrue right now

“We don't have enough transportation choices, so it should be phased, right?”

- Ignores current transportation choices and options

'Choice: Garages or Low Prices'

The screenshot shows a webpage from Sightline Institute. The header includes the logo, navigation links (HOME, ABOUT US, RESEARCH, NEWS), and social media icons. The article title is "IN MID-DENSITY ZONES, PORTLAND HAS A CHOICE: GARAGES OR LOW PRICES?". Below the title is a sub-headline: "The city's analysis shows that the need to build parking is catastrophic for housing affordability." The main image is a photograph of a modern multi-story townhome building with a red real estate sign in the foreground. The sign reads "LUXE", "CHRISTIE'S", "Chris Hoem 503.577.2892", and "Nichole Eckstein 971.275.0237". Below the image is a small text block: "If too much parking is mandatory in Portland's new RM2 zone, its own analysis say most projects will be like these townhomes at NE Couch and 53rd Avenue, currently selling for \$729,000 each. But if parking isn't needed, the most profitable project would be mixed-income condo buildings with average prices near \$280,000. Photo by Michael Andersen, used with permission." At the bottom of the article, there are social media sharing icons and an author bio for Michael Andersen (@andersem) dated October 2, 2019 at 10:10 am.

Sightline Institute: <https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/>

Key takeaways from the Bill 2 process

—THE 'DO'S!

- Use *rightsizing* and *costly parking mandates* language
(Avoid *eliminate* or *end parking* minimums)
- Encourage a large stakeholder process early and wide
- Ground it in your data and community goals
- Frame in terms of the future and the next generation
- **Power of the development community**

Key takeaways from the Bill 2 process

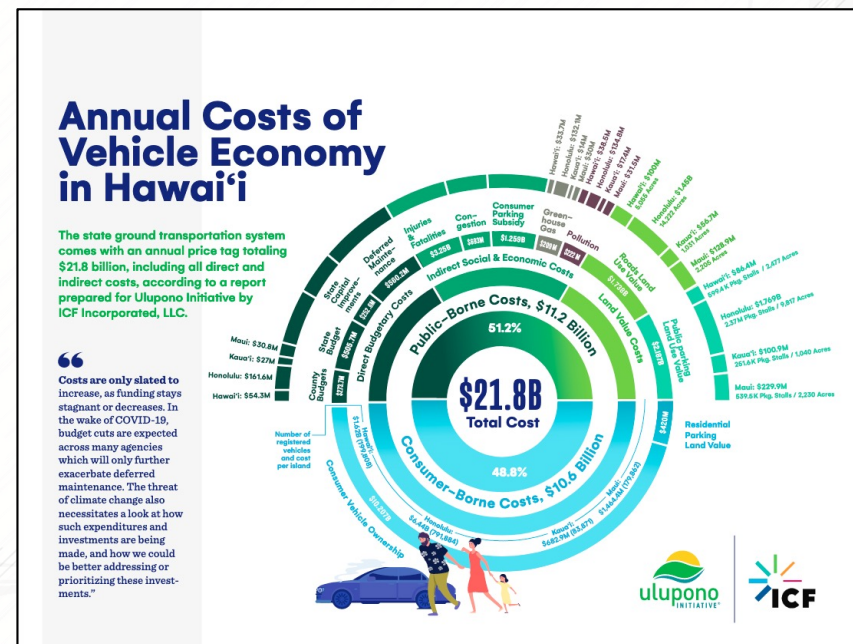
—CHALLENGES

TRANSPORTATION

- Affordable housing community on-board more effectively
- “Unbundling” is a lot to unbundle
- Data isn’t important for everyone
- **Power of the development community!**

Outcomes to date

- Continuing to tell stories
 - [Guest Column: The high cost of depending on your car \(Honolulu Star-Advertiser\)](#)
 - [Report details high costs of building, maintaining parking in Hawaii \(Pacific Business News\)](#)
 - [Can Fixing Parking Rules Make Honolulu More Affordable? \(Honolulu Civil Beat\)](#)
 - [Guest Column: There's No Such Thing As Free Parking \(Honolulu Civil Beat\)](#)
- Continuing to invest
 - Annual Costs of the Vehicle Economy in Hawai'i report
 - Parking Benefit Districts
- Continuing collaboration
 - State Climate Change Commissions inventory and mobility hubs
 - Project specific support
- Bill 2 results tracking planned



Key takeaways from our approach

TRANSPORTATION

CHAMPIONS

- Identify and organize champions

DATA

- Invest in data and research that makes a difference

MOMENTUM

- Build momentum—it is incremental

LOCALIZE

- Develop the narrative for your community

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Mahalo

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