

RES26-207
Testimony

MISC. COMM. 416

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 7, 2026 @ 10:00 AM

Support: 0

Oppose: 0

I wish to comment: 1

Name: Jonathan Huynh	Email: jhweather123@yahoo.com	Zip: 96792
Representing: Self	Position: I wish to comment	Submitted: Oct 4, 2026 @ 05:46 PM

Testimony:

Aloha,

I am submitting comment on RES26-207, CD1. I support the goal of 625 affordable units on State land near a Skyline station. But I cannot support the amendment as written because of the parking ratio and the extension length.

Parking:

The project provides 870 stalls for 625 units, which is 1.39 per unit. This is 200 feet from a future Skyline station.

DTS told the developer in writing that it does not support 870 stalls. DTS cited the ITE Parking Generation Manual, 5th Edition, which estimates approximately 291 spaces for a project of this size and mix. The project is providing nearly three times that amount.

DTS further noted that under Ordinance 20-41, no off-street parking is required within one-half mile of a rail station. The developer is not only exceeding what the code requires — it is asking this Council to exempt it from the rules that govern how that parking is designed and placed. Exemption #27 waives stall width standards. Exemption #26 waives parking placement requirements. Exemption #25 seeks exemption from curb cut dimension requirements. The Council is being asked to relax multiple development standards to build a garage that the City's own transportation agency says should not exist at this scale.

The research is unambiguous. Parking supply is positively correlated with car ownership and negatively correlated with transit use. Dense, mixed-use sites adjacent to high-quality transit require less parking than ITE standards suggest. Overbuilding parking at a TOD site induces car ownership and suppresses the transit ridership the Skyline system depends on.

Every approved stall is locked in for 75 years. The ground lease runs to 2098. If this garage is built at 870 stalls, residents will own cars, the Skyline station 200 feet away will be an afterthought, and the City will have spent billions on a transit system that this project actively undermines.

Senator Moriwaki raised this exact concern in her comment letter on the original resolution. Her question, "Why are so many stalls being offered when the Project is located in Honolulu's urban core, near transportation hubs?," remains unanswered.

I ask the Council to condition approval on a parking management plan that includes:

- Reducing the residential parking ratio to no more than 0.5 stalls per unit.
- Conversion of stalls to carshare, bike parking, storage, or other community uses on a defined timeline.
- Use of parking revenue to fund transit subsidies and subsidize HOLO passes or bike share memberships for residents, so the parking operation actively subsidizes the alternatives the project should be encouraging.

The Extension:

HHFDC requested 36 months. The developer requested 36 months. The CD1 grants 60. No party in the record requested 60 months.

The stated rationale is "difficulty and uncertainty in obtaining Project financing." This is not a justification. It is a placeholder. The documented delays, including HECO substation capacity issues requiring vault relocation and a one-year approval process, and SHPD consultation expanding the archaeological testing plan from 24 to 45 trenches, justify the 36 months HHFDC requested. They do not explain the additional 24.

If the Council grants 60 months, it should require a financing and construction status update at the 36-month mark, which would be June 2030, before the additional 24 months take effect. Without a checkpoint, the Council has no mechanism to determine whether the extra time is being used productively or whether the project has stalled.

Conclusion:

This project should move forward. The affordable housing need is urgent. But moving forward should not mean locking in 75 years of car-dependent infrastructure at a transit station, or granting a deadline extension that no one requested.

I ask the Council to amend the resolution to include the parking conditions above and to either reduce the extension to 36 months or require a checkpoint at June 2030.

Mahalo,

Jonathan Huynh