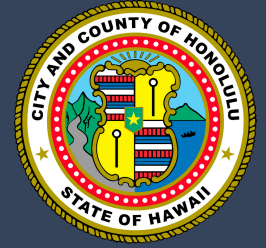


# Parking Reform for a Resilient Oahu



## Ordinance 20-41

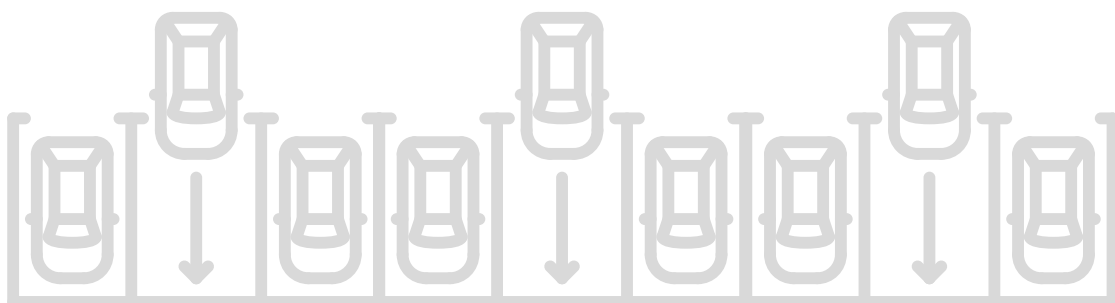
### What is Ordinance 20-41?

In December 2020, Honolulu passed Bill 2 (2020), CD1, FD2 and provided a critical update to Honolulu's decades-old parking and land use regulations.

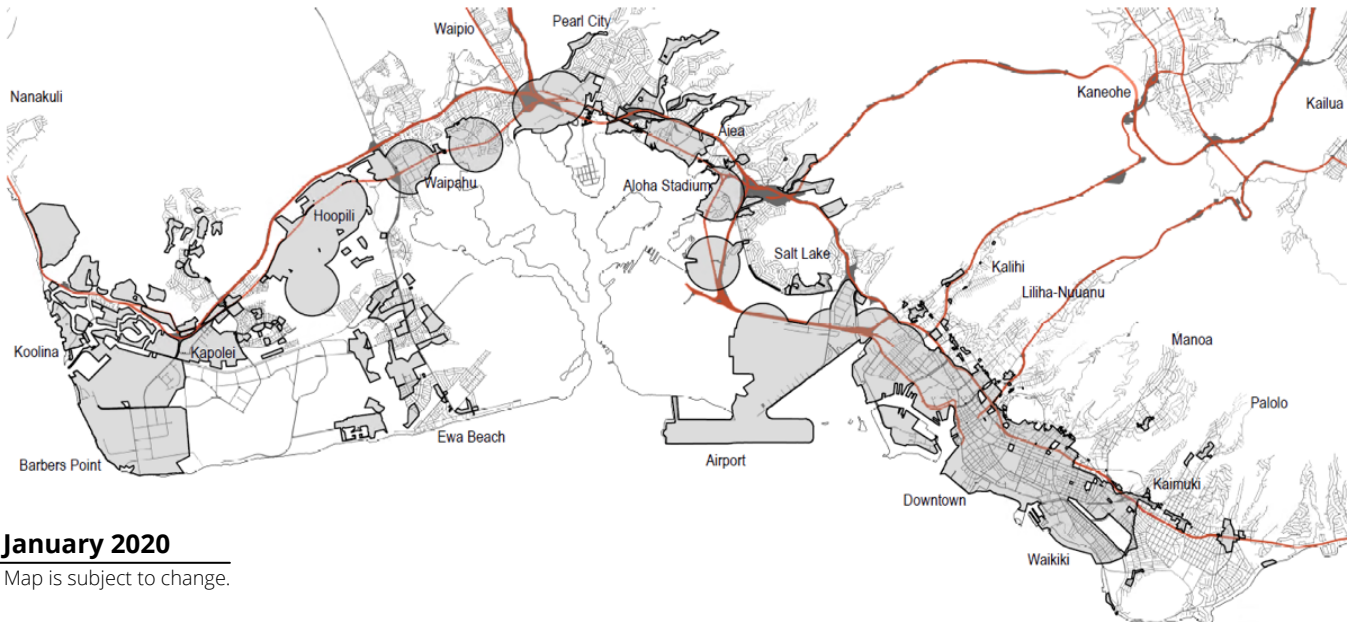
The Ordinance **eliminates the minimum parking requirement for new homes and businesses** in areas well-served by transit, and lowers minimums in other areas. Parking minimums require new buildings to provide a minimum amount of off-street parking space. This update enables developers to rightsize parking to meet market demand and promotes design that supports and accommodates clean and healthy transportation options, such as walking, bicycling, and taking transit.

### How does it affect me?

- Lower construction costs
- More affordable homes
- Incentives to unbundle parking from the cost of housing
- Incentives to substitute vehicle parking with bike parking, bike/car share, etc.
- Rightsizes parking and loading
- Allows on-site shared parking reductions without a permit
- Accommodates electric vehicles
- Facilitates use of ride-sharing



 **No minimum parking requirement (Requirement in the Primary Urban Center, Kapolei, and Ewa)**



**January 2020**

Map is subject to change.

## What changes came out of Ordinance 20-41?

Ordinance 20-41 consolidated almost all parking and loading related regulations in the Land Use Ordinance into Article 6. The following highlights notable changes and provisions in the updated article.

### Off-street parking requirements Section 21-6.20

**Parking minimums were eliminated for new development projects** in areas well-served by transit, and areas envisioned to support multimodal transportation options. These areas include the Primary Urban Center Development Plan and Ewa Development Plan areas (except in the residential, agricultural, and preservation zoning districts), areas within 0.5 miles of a rail transit station, and transit-oriented development special districts.

**Broader land use categories** and new parking ratios that modestly reduce parking minimums were added to Table 21-6.1.

**Table 21-6.1  
Minimum Off-Street Parking Ratios**

Land Use	Standard Parking Ratio (per square feet of floor area)
 Residential	1:1000
 Commercial 1* <i>*Most common commercial parking designation</i>	1:500
 Commercial 2	1:1000
 Agriculture, Industrial, & Warehousing	1:2000
 Schools & Cultural Facilities	1:500
 Places of Assembly	1:125
 Recreation	1:250

See Table 21-6.1 in the ordinance for a complete list of land uses.

## Adjustments and exceptions to parking requirements

Section 21-6.30

A land-use permit is no longer needed for on-site joint-use of parking.

Vehicle parking spaces accommodating and incentivizing sustainable, climate-friendly transportation options may be substituted for required off-site parking spaces. These incentives include unbundling parking spaces and providing extra bike parking, bike share parking, car share parking, and motorcycle/moped parking spaces.

### Incentives for Sustainable Transportation

Unbundle  
**50%**  
or more  
parking spaces



EXEMPTION from  
minimum parking  
requirement



1 shared car space

=



3 vehicle spaces



4 extra short/long term  
bicycle spaces

=



1 vehicle space



1 motorcycle/  
moped space

=



1 vehicle space



1 shared  
bicycle space

=



1 bicycle space

OR



1/4 vehicle space

The number of required parking and loading spaces for joint-uses may be reduced by applying the rates in Table 21-6.2 to the total number of required spaces.

**Table 21-6.2**  
**Joint-use Parking and Loading**  
**Reduction Matrix**

Uses	Residential	Office/ Warehouse/ Industrial	Retail/ Commercial	Eating and Drinking Establishment	Hotel/Lodging	Other
Residential	100%	80%	90%	90%	90%	90%
Office/Warehouse/ Industrial	80%	100%	80%	80%	90%	90%
Retail/ Commercial	90%	80%	100%	90%	80%	90%
Eating and Drinking Establishment	90%	80%	90%	100%	90%	90%
Hotel/Lodging	90%	90%	80%	90%	100%	90%
Other	90%	90%	90%	90%	90%	90%
Three different uses	90%	All joint-use parking spaces must be standard size.				
Four or more uses	80%					

#### How to Use Table 21-6.2

# of Required Joint-use Parking Spaces =

Total # of  
Required Spaces **X** Joint-use  
Reduction Rate

#### Example

Residential / Retail



30 parking  
spaces

+



10 parking  
spaces

$(30 + 10) \times 90\% = 36$  joint-use parking spaces

## Bicycle Parking

Section 21-6.40

**Parking for bicycles is required** in Apartment, Apartment Mixed-use, Business, Business Mixed-Use, and Resort District, as well as Precincts in the Waikiki Special District. New standards have been developed for Hotel and Industrial Uses.

**New language around the size and accessibility of bicycle parking** allows vertical and stacked bicycle racks and ensures the accessibility of parking by requiring parking to be located as near as practical to the entrance of the principal use on the lot.

## Electric vehicle charging stations

Section 21-6.60

**Existing standard-sized parking spaces** may be converted into a compact space to accommodate electric vehicle (EV) charging equipment. This provision reinforces the EV charging requirement in Ordinance 20-10 and allows developers to more easily provide EV-ready parking spaces.

### What is Ordinance 20-10 (formerly Bill 25)?



Signed into law in June 2020, Ordinance 20-10 mandates all new developments install EV-ready parking spaces to expand EV access and support the transition to EVs.

## Off-site parking and loading

Section 21-6.70

**Required parking and loading spaces** may be located at an off-site facility and may be counted toward the off-site parking requirement. The facility must be located within 0.5 miles from the established site following pedestrian routes.

## Off-street loading requirements

Section 21-6.110

**Off-street loading requirements** apply to zoning lots greater than **7,500 square feet**, an increase from the previous minimum of 5,000 square feet.

## Loading space dimensions and access

Section 21-6.130

**The number of required loading spaces** remains unchanged. However, **one-third** of the loading spaces must be of the larger type, a decrease from the previous requirement of one-half.



## Passenger ride hailing services and deliveries

Section 21-6.140

**Spaces accommodating pickup and drop off of passengers and deliveries are required** for zoning lots with at least two loading spaces. These spaces may count toward the minimum parking requirement.

### Need Assistance?

Please contact the DPP Land Use Permits Division at **(808) 768-8000** or **info@honolulu-dpp.org** if you have questions.