

From: [Jasmine Crusat](#)
To: [Council Testimony](#); [Planning WPC Testimony](#)
Subject: Testimony Bill154(2026)
Date: Thursday, July 2, 2026 10:19:45 AM
Attachments: [bill154.pdf](#)

Aloha!

Please see my opposition to Bill154.

Mahalo Nui Loa,
Jasmine Crusat

Regional Offices USA : Alaska, California, Florida, Hawaii Islands, Idaho, Montana, Oregon, Utah, Washington
Regional Offices Canada : Alberta, British Columbia

Proud to Support the State of Hawaii Department of Transportation Adopt-A-Highway program

The State of Hawaii consist of eight main islands: Niihau, Kauai, Oahu, Maui, Molokai, Lanai, Kahoolawe and the Big Island of Hawaii.

This email is intended only for the person or entity to which it is addressed and may contain confidential information. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you receive this e-mail in error, please contact the sender by replying to this e-mail and delete this e-mail and any attachments from all computers without reading or saving the same in any matter whatsoever.

Testimony: **OPPOSED**

To: POLICY COMMITTEE ON PLANNING, LAND USE, AND ECONOMIC DEVELOPMENT

Sent to Email: COUNCILTESTIMONY@HAWAIICOUNTY.GOV

REG. BILL 154: AMENDS CHAPTER 25 ARTICLES 1, 5, AND 7, OF THE HAWAI'I COUNTY CODE 1983 (2016 EDITION, AS AMENDED) RELATING TO COMMERCIAL PARKING LOTS AND GARAGES

Removes commercial parking lots and garages as a permitted use in the general, village, commercial, industrial-commercial mixed, limited industrial, general industrial, and Downtown Hilo commercial zoning districts.

Hawai'i County Council to **reject or defer Bill 154** until a full legal, transportation, economic, and cultural impact analysis is completed.

- **Bill 154 effectively bans future privately operated paid parking facilities countywide**, preventing private property owners from charging for parking on their land this is a significant restriction on private property rights that goes beyond traditional zoning regulations.
- The County has **not demonstrated why existing regulatory tools**—such as permits, traffic studies, operational standards, and site-specific conditions—are insufficient to address concerns associated with commercial parking facilities.
- The bill's findings are criticized as **speculative**, relying on statements that paid parking "may contribute" to congestion without supporting evidence such as traffic studies, environmental reviews, or economic analyses.
- **Planning Department acknowledged there may be situations where commercial parking serves a public need**, supporting case-by-case review rather than a blanket prohibition.
- Concerns are raised about **legal ambiguity**, including exemptions discussed during committee meetings that do not appear in the actual ordinance text and expanded definitions that may broaden regulation without sufficient explanation as to excluding hotels and resorts.
- **Treating public and private parking differently**, allowing public entities to charge for parking while prohibiting private property owners from doing the same. Traffic impacts stem from the use itself, not ownership.
- As an alternative, limiting time parking at the County municipal parking lot aka triangle park **restoring public access to parking at the Pier and Hale Hālāwai**, which the County previously allowed, before restricting private parking options.
- The bill would negatively affect **local businesses, small property owners, and Native Hawaiian landowners** who rely on flexible land uses and supplemental income to maintain and steward family lands.
- Bill 154 may conflict with the County's **General Plan goals**, including support for local businesses, economic resilience, and balanced land-use regulations.

I conclude that the County has **not provided sufficient evidence** that a countywide ban on future privately operated paid parking is necessary or more effective than existing regulatory approaches. The Council is urged to reject the bill or postpone action until comprehensive studies and less restrictive alternatives have been evaluated.