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Testimony on
S2974 - Reduces parking spaces required in Statewide
site improvement standards at residential developments
relative to development's proximity to public
transportation
Senate Community and Urban Affairs Committee

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New Jersey Future thanks the committee for the opportunity to share our strong support for S2974, which would reduce parking requirements at residential developments located close to public transportation.

This bill is a common-sense response to the fact that on average, in municipalities with one or more transit stations fewer people drive to work and vehicle ownership rates are lower. Why not reduce the requirement for parking spaces, as well?

One-size-fits-all all parking requirements force local builders and business owners in locations near transit to pay for something that is not needed, which drives up rents and home costs and creates unsightly and wasteful parking lots and parking garages.

Many other jurisdictions have *eliminated* parking requirements completely. According to Wikipedia, since 2015, over 35 major cities in the US have eliminated parking minimums, including Anchorage, Austin, Berkeley, Buffalo, Fayetteville, Hartford, Lexington, Minneapolis, Nashville, Raleigh, Richmond, San Jose, Seattle, and Spokane among others.

In addition, three states have *eliminated* parking requirements in many locations near transit:

- In 2022, California passed AB 2097, which includes a ban on parking minimums for buildings within one-half mile of public transit.
- In 2024, Colorado passed HB-1304, which eliminates and prohibits parking mandates for most multifamily residential properties within a quarter mile of a transit stop or station after June 2025, with an exception for multifamily properties of more than 20 units.
- In 2022, Oregon's Land Conservation and Development Commission passed rules prohibiting Oregon's eight largest metropolitan areas from mandating parking minimums within a half-mile of frequent transit for homes of 750 square feet or less, or for homes meeting affordability targets.^[17]

Research has shown there are many benefits when parking mandates are reduced, including:

- More homes are built—from backyard cottages and duplexes to apartment buildings and affordable housing.
- Neighborhoods improve, with creative reuse and preservation of historic buildings, smart sharing agreements for existing parking, and even conversions of parking lots to new homes and shops.

- Less unneeded asphalt and pollution, including deadly “heat islands.”

It’s important to note that when a project needs more parking to serve future residents or businesses, developers can and will build it. It’s time to return that decision to the people investing in their communities, whether a homeowner, homebuilder, or entrepreneur, who are best positioned to know how many parking spaces they need for their project to succeed.

Thank you for the opportunity to testify. We look forward to working with you to advance the bill.