PARTNERSHIP FOR STRONG COMMUNITIES

Partnership for Strong Communities promotes equitable change in Connecticut housing policy by coordinating advocacy, advancing research, and uniting diverse partners

TESTIMONY BEFORE THE PLANNING & DEVELOPMENT COMMITTEE
SEAN GHIO, POLICY DIRECTOR
PARTNERSHIP FOR STRONG COMMUNITIES
FEBRUARY 28, 2025

H.B. 7061 – AN ACT CONCERNING MANDATORY MINIMUM PARKING REQUIREMENTS

Senator Rahman, Representative Kavros DeGraw, Senator Gordon, Representative Zullo, Representative Chafee, Senator Needleman and distinguished members of the Planning & Development Committee, thank you for the opportunity to submit testimony on HB 7061. I am Sean Ghio, Policy Director with the Partnership for Strong Communities – a statewide nonprofit research, policy and advocacy organization dedicated to ensuring everyone in Connecticut has a safe, stable home that is affordable to them in an equitable community of their choice.

We respectfully request that the committee support H.B. 7061.

I have had to manage the effects of excessive parking regulations over the course of my career as a downtown planner in Hyannis, MA, the executive director of a Main Street revitalization program in New Hampshire, and a local planning commissioner. The negative effects to a community of excessive parking regulations are substantial. Today, I will focus my testimony on the significant effects excessive parking regulations have on housing affordability.[1]

Requiring more parking than needed for a development increases the costs of development, and developers must account for these costs. Whether a resident has a car or not, they are paying for those excess parking costs in higher rents and home prices. Low-income households tend to own fewer cars. They are impacted disproportionately as they pay for parking they do not need.

Parking minimums force developers to dedicate valuable land to parking rather than housing, reducing the total number of homes that can be built. In many parts of Connecticut, where developable land is scarce and expensive, these excessive requirements can contribute to making housing developments financially infeasible.

Parking mandates contradict efforts to create dense, walkable, and transit-friendly communities.

[1] https://ctmirror.org/2023/12/26/ct-parking-zoning-single-multi-family-housing/

Excess parking reinforces sprawl, making walking more hazardous, increasing car dependency, and pollution through higher emissions. More land dedicated to parking means lower population density and subsequently higher infrastructure costs.

A Connecticut with fewer half-empty parking lots sprawled across our town will mean a healthier Connecticut for all residents and eliminate an unnecessary housing cost driver in the process.

Thank you for the opportunity to submit this testimony.