

PROVIDENCE ----- -- STREETS COALITION

The Honorable Stephen M. Casey
Chair, House Committee on Municipal Government & Housing
Rhode Island State House
Providence, RI 02903

RE: Support for House Bill H8005 (Parking Reform)

I am writing today in support of the proposed bill H8005, which would change parking requirements and provide flexibility that will allow more homes to be built.

Reducing excessive parking requirements is one way to help ensure that Rhode Islanders have a safe, dignified, and affordable place to call home. We and many others believe that the free market, not municipalities, should determine how much parking a given property needs, based on proximity to services and transit, types and size of units, and other local knowledge.

In 2024, the Providence Streets Coalition [lead a coalition of organizations](#) supporting parking reforms in the city's Comprehensive Plan. The policy recommendations and advocacy were a direct response to the worsening housing crisis in Providence, which demands that we meet the moment by prioritizing the development of housing for *people over automobiles*.

Parking is extremely expensive to build, with an average surface parking space costs \$5,000 - \$10,000 to construct, and an average parking garage space costs \$25,000 to \$50,000¹. Since parking is bundled into the cost of rent, it can add significant direct costs to overall rent.

Minimum parking requirements create a vacuum of underutilized space. As future residents continue to be attracted to Rhode Island's offerings and current residents remain invested in the region's livability, restricting the ability of municipalities to require an arbitrary level of parking enables space to be used more intentionally for all. This, in turn with other social reform, reduces the effects of pertinent urban issues such as gentrification, overcrowding, and housing discrimination.

HB8005 takes an important step forward, but it does not do enough to reduce the impact parking requirements have on the cost and availability of new housing. Removing parking mandates either entirely or for specific uses would allow home builders and property owners match need to demand.

Thank you for your consideration,



Dylan Giles
Operations Manager, Providence Streets Coalition

¹ "Hidden Costs and Deadweight Losses: Bundled Parking and Residential Rents in the Metropolitan United States," Housing Policy Debate (2017) 27: 219-229