



Land Use Consulting

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To: Chair Casey and Members of the House Municipal Government and Housing Committee

RE: House Bill H8005

LandUse.co is the state's largest land entitlement consultancy, currently advising clients on hundreds of real estate developments throughout the state. The vast majority of our recent work is creating housing to address the state's housing crisis. We have recently been involved in the approval of the largest housing development in Providence's history and the state's first single-family attached housing development under the law (H5798) enacted through this committee last year.

Parking requirements can artificially increase development costs and create unnecessary blacktop—increasing acquisition and maintenance costs for homeowners and causing undesired side effects such as loss of wildlife habitat, reduced water quality, increased pollution, and increased heat island effects. We are in support of state efforts to limit municipal-imposed parking requirements beyond what is necessary for the development to function. From our continuing development consulting experience, we are well aware of the continued desirability of off-street parking availability for homebuyers and rental applicants and remain confident that the private market will continue to provide sufficient off-street parking to sufficiently serve housing development.

A small concern we have about the current version of the bill is the increase in permitted parking minimums for single-family attached development. That first approved single-family attached development previously mentioned would not have been feasible if two parking spaces were required. Our primary concern is that two parking spaces side-by-side are wider than a single-family attached unit. We are amenable to the increase if tandem (stacked end-to-end) parking with access out to a street at one end is permitted as a two-parking space layout. Accordingly, we propose the following additional text to the end of § 45-24-33 (a) (26) (iv): “, with such spaces for each unit to be permitted to be stacked end-to-end with only one street access point.”

This is how most single-family housing is presently developed, with a driveway one car wide. This option should remain available as we continue to develop more efficient single-family attached housing, less we let municipalities regulate away single-family attached housing developments by requiring two-car wide parking in front of each home.

Any one of our partners would be happy to discuss this matter further with you or any interested legislator at your convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Friedrichs".

Peter Friedrichs, Esq., AICP

Partner

LandUse.co