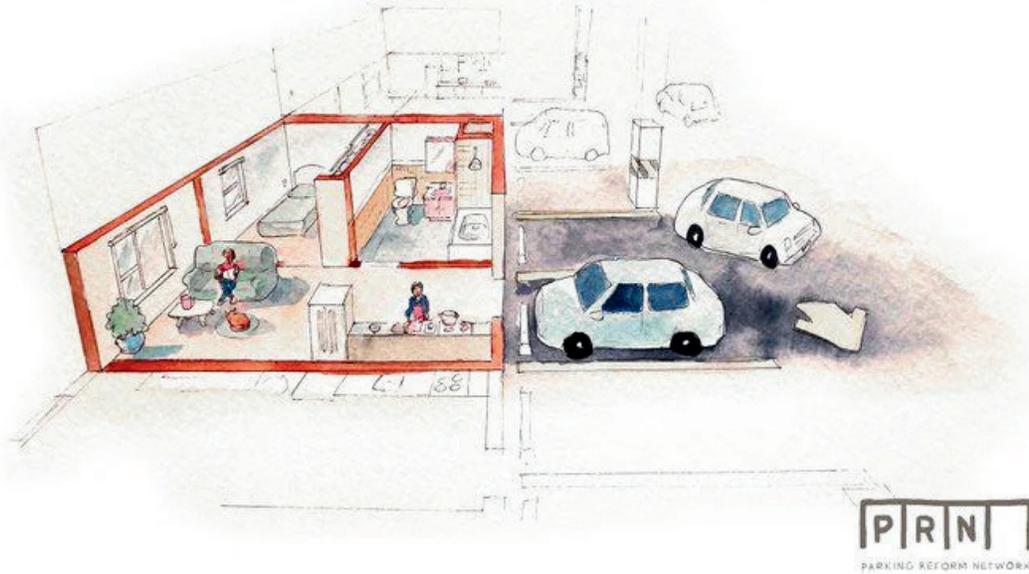




Neighbors
Welcome!
Rhode Island 

PARKING REFORM

Living Space vs. Parking Space



Many cities and towns require far more off-street parking than necessary to meet demand. Excess parking is expensive and wastes precious land, driving up the cost of new homes and harming the environment.

Twelve states and hundreds of towns and cities across the US have reduced or eliminated parking mandates, including New Hampshire and communities such as Burlington, Cambridge and Hartford.

THIS BILL WILL:

- Cap mandatory minimum parking requirements for single family and multi-family homes while still allowing cities and towns to require reasonable amounts of off-street parking
- Eliminate parking mandates for senior housing, affordable housing, daycares, adaptive reuse, mixed use, small homes (under 1,200 sq. ft.) and small businesses (under 1,000 sq. ft.)
- Provide exemptions for communities under 10,000 residents, or those that conduct parking studies

Building more homes in Rhode Island will require smart land use strategies. We urge you to support the Parking Minimum Requirements bill.

Neighbors Welcome! Rhode Island is a grassroots network of neighbors advocating for more homes.

Today, Rhode Island builds the fewest new homes per capita of any state, driving up prices and pushing people out of their communities, or even into homelessness.

We are proposing evidence-based policy changes to increase homebuilding and help keep the state affordable for residents at every stage in life.

Frequently Asked Questions

What are the benefits of reducing parking minimums?

- More efficient use of RI's limited land resources
- Lowering the cost of development, more affordable homes
- More walkable, vibrant communities and incentivized transit use
- Progress towards climate change goals

Will this bill eliminate existing parking?

No, this bill only affects parking required for future homes and businesses. Existing parking is not affected.

Isn't this just a city problem?

Towns can overbuild parking just as much as cities. In towns, the empty parking lots tend to be focused on commercial areas such as strip malls and theaters. However, if a town or city conducts a study to show that reducing parking would cause harm, they are exempted.

Wait, don't we need MORE parking?

Sure, there are always some destinations or neighborhoods that need more parking. In these areas, Property owners will be incentivized to build more parking because it will add value, despite each space costing between \$5,000-\$10,000 to construct. Giving local builders the flexibility to build parking where it is needed and skip it where it is not is a market-based solution.

Will developers stop building parking?

The current municipal minimums force developers to overbuild parking. Developers will still have incentives to build parking at a level that meets demand – the value of their property depends on convenient access.

Don't we need better transportation to make this work?

Funding public transportation is important, but communities with no rail and limited bus service still see benefits from reducing mandatory parking minimums. Limiting parking sprawl gives municipalities incentives to focus on biking and walking paths.

How does excess parking affect the environment?

Excessive impermeable pavement causes more storm water to run off into neighboring yards during heavy rains. Studies show that pavement also contributes to local heat islands that can increase neighborhood temperatures up to 10 degrees in hot weather.

Contact:

Kristina Brown
brown.l.kristina@gmail.com



neighborswelcomeri.org