



BALTIMORE CITY COUNCIL LAND USE & TRANSPORTATION COMMITTEE

Mission Statement

On behalf of the Citizens of Baltimore City, the Land Use & Transportation Committee is committed to shaping a reliable, equitable, and sustainable future for Baltimore's land use and transportation systems. Through operational oversight and legislative action, the committee aims to develop and support lasting solutions grounded in principles of good governance.

The Honorable Ryan Dorsey

CHAIR

PUBLIC HEARING

9/11/2025

10:00 AM

CLARENCE "DU" BURNS COUNCIL CHAMBERS

Bill: 25-0064

***Title: Zoning – Bulk and Yard Requirements -
Amendments***

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Meeting: Bill Hearing

Committee: Housing & Economic Development

Bill # 25-0064

Title: Zoning - Bulk and Yard Requirements - Amendments

Purpose: FOR the purpose of amending certain bulk and yard requirements in residential zoning districts.

REPORTING AGENCIES

Agency	Report
Baltimore City Fire Department	Without Recommendation
Department of Finance	Support
Department of Housing & Community Development	Favorable
Planning Commission	
Law Department	Approved for form & sufficiency

BACKGROUND

This bill, if enacted, would change zoning tables in Article 32 (Zoning Code) of the Baltimore City Code. Specifically for those tables dealing with the bulk and yard regulations for properties in the R (residential) Zoning Districts. For example, in Table 8-401 (Detached and Semi-Detached Residential Districts – Bulk and Yard Regulations). The maximum lot coverage in the R-1(A,B,C, D,&E) districts is currently 25% for all usages. This bill would increase that to 35%. Similar increases of 5% would be included for the other R zoning districts.

Table 8-401 Detached and Semi-Detached Residential Districts – Bulk and Yard Regulations									
Categories	Specifications (Per District)								
	R-1A	R-1B	R-1C	R-1D	R-1E	R-1	R-2	R-3	R-4
Maximum Lot Coverage									
All Uses	[25%] 35%	[25%] 35%	[25%] 35%	[25%] 35%	[25%] 35%	[30%] 40%	[30%] 40%	[35%] 45%	[35%] 45%
Minimum Interior-Side Yard									
Dwelling: Detached	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet 10	[10] 5 feet	[10] 5 feet
Dwelling: Semi-Detached ²	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[15] 10 feet	[10] 5 feet	[15] 10 feet
All Other Uses	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[15] 10 feet	[10] 5 feet	[15] 10 feet
Minimum Corner-Side Yard									
All Uses	[25] 15 feet	[25] 15 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet

In Table 9-401 Rowhouse and Multi-Family Residential Districts – Bulk and Yard Regulations, the proposed changes decrease the minimum lot area for multifamily dwellings (for instance, reducing the required square footage from 2,500 to 1,500 in R-5 districts) as well as increase the maximum lot coverage allowable.

Table 9-401 Rowhouse and Multi-Family Residential Districts – Bulk and Yard Regulations						
Categories	Specifications (Per District)					
	R-5	R-6	R-7	R-8	R-9	R-10
Minimum Lot Area						
Dwelling: Multi-Family	[2,500] 1,500 sq.ft./du	[1,500] 1,000 sq.ft./du	[1,100] 750 sq.ft./du	[750] 500 sq.ft./du	550 sq.ft./du	200 sq.ft./du
Maximum Lot Coverage						
Dwelling: Rowhouse	[40%] 50%	[45%] 60%	[50%] 70%	[60% or] 80% or 100% ⁴	40%	80%
Dwelling: Multi-Family	[40%] 50%	[45%] 60%	[50%] 70%	80% or 100% ⁴	40%	80%

Minimum Interior-Side Yard						
Dwelling: Detached	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
Dwelling: Semi-Detached ⁷	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
Dwelling: Rowhouse	None	None	None	None	None	None
Dwelling: Multi-Family	[15] 10 feet OR NONE ⁸	[15] 10 feet OR NONE ⁸	[10] 5 feet OR NONE ⁸	[10] 5 feet OR NONE ⁸	[10] 5 feet OR NONE ⁸	[10] 5 feet OR NONE ⁸
All Other Uses	[15] 10 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
Minimum Corner-Side Yard						
Dwelling: Detached or Semi-Detached	[20] 10 feet	[20] 10 feet	[15] 5 feet	[15] 5 feet	[15] 5 feet	[15] 5 feet
Dwelling: Rowhouse	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	None	None
Dwelling: Multi-Family	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	[25] 15 feet	None
All Other Uses	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	[15] 5 feet	None
Minimum Rear Yard						
Dwelling: Detached or Semi-Detached	25 feet	25 feet	25 feet	25 feet	10 feet	10 feet
Dwelling: Rowhouse	25 feet	25 feet	25 feet	[20 feet] 12 feet or None ⁹	10 feet	10 feet
Dwelling: Multi-Family	25 feet	25 feet	25 feet	[25 feet] 12 feet or None ⁸	10 feet	10 feet

Additionally, where a multifamily dwelling is attached or on the attached side of a semi-detached structure, there would be no required minimum interior side yard. This bill would also allow for no rear yard setback where 100% lot coverage is allowed.

The effect of this bill would be to allow homes to cover a higher percentage of their lots by right and permit multifamily dwellings on smaller properties. This would reduce the number of variances that residents need to apply for and would make it easier for homeowners to pursue improvements to their property, such as additions or decks. Some homeowners may also elect to convert their property to a multifamily dwelling, increasing housing stock in the City.

The Bill would not allow for any changes to how plans are submitted to the Fire Marshal for review, and the properties built under these changes would still be subject to fire permits and inspections.

ADDITIONAL INFORMATION

Fiscal Note:

None of the listed agencies noted a fiscal impact on their operations. This bill, in effect, would make it easier to convert more single-family dwellings into multifamily dwellings. The Mayor and other City leaders have noted the need for additional housing stock in the City and expect that if additional housing options were present, there would be a demand for those options. The result of additional housing would be to increase the population of the City, with the expectation that an increase would have positive benefits on City finances. The Department of Finance in its report notes that in its study sample it saw more than a 5% increase in assessed value in property value. There may be a minor offset with the loss of fees from variances at the BMZA – but this would be relatively insignificant next to the positive difference from even modest improvements.

Information Source(s):

- WBAL TV - Baltimore City population grows for first time since 2014, U.S. Census Bureau data shows - <https://www.wbaltv.com/article/baltimore-city-population-grows-first-time-2014/64177310>
 - Agency Reports
 - 25-0064 1st Reader
-

Analysis by: Tony Leva
Analysis Date: 9/1/2025

Direct Inquiries to: 410-396-1091

**CITY OF BALTIMORE
COUNCIL BILL 25-0064
(First Reader)**

Introduced by: Councilmember Gray

Cosponsored by: President Cohen and Councilmembers Dorsey, Middleton, Torrence,
Blanchard, Ramos, Bullock, and Porter

Introduced and read first time: May 12, 2025

Assigned to: Land Use and Transportation Committee

REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Finance, Department of
Housing and Community Development, Planning Commission, Fire Department

A BILL ENTITLED

AN ORDINANCE concerning

Zoning – Bulk and Yard Requirements - Amendments

FOR the purpose of amending certain bulk and yard requirements in residential zoning districts.

BY repealing and re-ordaining, with amendments

Article 32 - Zoning

Table 8-401 and Table 9-401

Baltimore City Code

(Edition 2000)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the
Laws of Baltimore City read as follows:

Baltimore City Code

Article 32. Zoning

Zoning Tables

Table 8-401 Detached and Semi-Detached Residential Districts – Bulk and Yard Regulations									
Categories	Specifications (Per District)								
	R-1A	R-1B	R-1C	R-1D	R-1E	R-1	R-2	R-3	R-4
Minimum Lot Area									
Community ... Open-Space Garden or Farm	2 acres	None	None	None	None	None	None	None	None
Dwelling: Detached or Semi-Detached	2 acres	1 acre	21,780 sq.ft.	14,520 sq.ft.	9,000 sq.ft.	7,300 sq.ft.	5,000 sq.ft.	5,000 sq.ft.	3,000 sq.ft.
Park or Playground	2 acres	None	None	None	None	None	None	None	None

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

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1	Urban Agriculture	2 acres	None	None	None	None	None	None	None	None
2	All Other Uses	2 acres	1 acre	20,000 sq.ft.	20,000 sq.ft.	20,000 sq.ft.	20,000 sq.ft.	20,000 sq.ft.	5,000 sq.ft.	3,000 sq.ft.
3	Minimum Lot Width									
4	Dwelling: Semi-Detached	100 feet	75 feet	75 feet	60 feet	60 feet	50 feet	30 feet	45 feet	30 feet
5	All Other Uses	100 feet	75 feet	75 feet	60 feet	60 feet	50 feet	50 feet	45 feet	45 feet
6	Maximum Building Height									
7	All Uses	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet
8	Maximum Lot Coverage									
9	All Uses	[25%] 35%	[25%] 35%	[25%] 35%	[25%] 35%	[25%] 35%	[30%] 40%	[30%] 40%	[35%] 45%	[35%] 45%
10	Maximum Impervious Surface									
11	All Uses	40%	40%	40%	40%	40%	50%	50%	50%	50%
12	Minimum Front Yard									
13	All Uses ¹	40 feet	40 feet	40 feet	40 feet	30 feet	30 feet	30 feet	25 feet	25 feet
14	Minimum Interior-Side Yard									
15	Dwelling: Detached	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
16	Dwelling: Semi-Detached ²	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[15] 10 feet	[10] 5 feet	[15] 10 feet
17	All Other Uses	[20] 15 feet	[20] 15 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[15] 10 feet	[10] 5 feet	[15] 10 feet
18	Minimum Corner-Side Yard									
19	All Uses	[25] 15 feet	[25] 15 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet	[20] 10 feet
20	Minimum Rear Yard									
21	All Uses	40 feet	40 feet	40 feet	30 feet	30 feet	30 feet	30 feet	25 feet	25 feet
22										
23										
24										
25										
26										
27										

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¹ These minimums per district apply if less than 50% of the lots on the blockface have been developed. If, however, 50% or more of the lots on the blockface have been developed, the applicable minimum, for all of these districts, is the lesser of (i) the average of the front- yard depths of the improved lots or (ii) 40 feet.

² For semi-detached dwellings, interior-side yards are required only along the interior-side lot line where the party wall between dwellings is not located.

**Table 9-401 Rowhouse and Multi-Family
Residential Districts – Bulk and Yard Regulations**

Categories	Specifications (Per District)					
	R-5	R-6	R-7	R-8	R-9	R-10
Minimum Lot Area						
Community ... Open-Space Garden or Farm	None	None	None	None	None	None
Dwelling: Detached	3,000 sq.ft.	3,000 sq.ft.	3,000 sq.ft.	3,000 sq.ft.	3,000 sq.ft.	3,000 sq.ft.
Dwelling: Semi- Detached	2,500 sq.ft.	2,000 sq.ft.	2,000 sq.ft.	2,000 sq.ft.	2,500 sq.ft.	2,000 sq.ft.
Dwelling: Rowhouse	2,500 sq.ft.	1,500 sq.ft.	1,100 sq.ft.	750 sq.ft.	750 sq.ft.	500 sq.ft.
Dwelling: Multi-Family	[2,500] 1,500 sq.ft./du	[1,500] 1,000 sq.ft./du	[1,100] 750 sq.ft./du	[750] 500 sq.ft./du	550 sq.ft./du	200 sq.ft./du
Dwelling: Multi-Family (Age- Restricted)	1,875 sq.ft./du	1,125 sq.ft./du	825 sq.ft./du	575 sq.ft./du	550 sq.ft./du	200 sq.ft./du
Park or Playground	None	None	None	None	None	None
Residential- Care Facility	Lot area to be comparable to that for a like- sized M-FD	Lot area to be comparable to that for a like- sized M-FD	Lot area to be comparable to that for a like- sized M-FD	Lot area to be comparable to that for a like- sized M-FD	Lot area to be comparable to that for a like- sized M- FD	Lot area to be comparable to that for a like- sized M-FD
Residential- Care Facility (Age- Restricted)	Lot area to be comparable to that for a like- sized M-FD (Age- Restricted)	Lot area to be comparable to that for a like- sized M-FD (Age- Restricted)	Lot area to be comparable to that for a like- sized M-FD (Age- Restricted)	Lot area to be comparable to that for a like- sized M-FD (Age- Restricted)	Lot area to be comparable to that for a like- sized M- FD (Age- Restricted)	Lot area to be comparable to that for a like- sized M-FD (Age- Restricted)

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Rooming House	N/A	N/A	N/A	375 sq.ft./ru	275 sq.ft./ru	100 sq.ft./ru
Urban Agriculture	None	None	None	None	None	None
All Other Uses	3,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.	3,000 sq. ft.
Maximum Bldg Height						
Dwelling: Detached or Semi-Detached	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet
Dwelling: Rowhouse	35 feet	35 feet	35 feet	35 or 45 feet ¹	35 or 45 feet ¹	35 or 45 feet ¹
Dwelling: Multi-Family	35 or 45 feet ²	35 or 45 feet ²	35 or 45 feet ²	45 or 60 feet ²	3.0 FAR	6.0 FAR
All Other Uses	35 or 45 feet ²	35 or 45 feet ²	35 or 45 feet ²	45 or 60 feet ³	45 feet	45 feet
Maximum Lot Coverage						
Dwelling: Detached or Semi-Detached	35%	35%	35%	35%	35%	35%
Dwelling: Rowhouse	[40%] 50%	[45%] 60%	[50%] 70%	[60% or] 80% or 100% ⁴	40%	80%
Dwelling: Multi-Family	[40%] 50%	[45%] 60%	[50%] 70%	80% or 100% ⁴	40%	80%
All Other Uses	40%	40%	70%	70%	40%	70%
Maximum Impervious Surface						
Dwelling: Detached or Semi-Detached	60%	60%	60%	60%	60%	60%
Dwelling: Rowhouse (Rear Yard)	65%	65%	65%	65%	65%	65%
Minimum Front Yard						
Dwelling: Detached or Semi-Detached	Lesser of 25ft. or blockface average ⁵	Lesser of 20ft. or blockface average ⁵	Lesser of 20ft. or blockface average ⁵	Lesser of 20ft. or blockface average ⁵	Lesser of 40ft. or blockface average ⁵	Lesser of 20ft. or blockface average ⁵
Dwelling: Rowhouse	25 feet	20 feet	10 feet	None	25 feet	None

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1	Dwelling:	25 feet	20 feet	10 feet	None	45 or 65 feet 6	None
2	Multi-Family						
3	All Other Uses	25 feet	20 feet	10 feet	None	25 feet	None
4	Minimum Interior-Side Yard						
5	Dwelling:	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
6	Detached						
7	Dwelling:	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
8	Semi-						
9	Detached 7						
10	Dwelling:	None	None	None	None	None	None
11	Rowhouse						
12	Dwelling:	[15] 10 feet OR	[15] 10 feet OR	[10] 5 feet OR	[10] 5 feet OR	[10] 5 feet OR	[10] 5 feet OR
13	Multi-Family	NONE 8	NONE 8	NONE 8	NONE 8	NONE 8	NONE 8
14	All Other Uses	[15] 10 feet	[15] 10 feet	[15] 10 feet	[10] 5 feet	[10] 5 feet	[10] 5 feet
15	Minimum Corner-Side Yard						
16	Dwelling:	[20] 10 feet	[20] 10 feet	[15] 5 feet	[15] 5 feet	[15] 5 feet	[15] 5 feet
17	Detached or						
18	Semi-Detached						
19	Dwelling:	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	None	None
20	Rowhouse						
21	Dwelling:	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	[25] 15 feet	None
22	Multi-Family						
23	All Other Uses	[20] 10 feet	[20] 10 feet	[15] 5 feet	None	[15] 5 feet	None
24	Minimum Rear Yard						
25	Dwelling:	25 feet	25 feet	25 feet	25 feet	10 feet	10 feet
26	Detached or						
27	Semi-Detached						
28	Dwelling:	25 feet	25 feet	25 feet	[20 feet] 12	10 feet	10 feet
29	Rowhouse				feet or None 9		
30	Dwelling:	25 feet	25 feet	25 feet	[25 feet] 12	10 feet	10 feet
31	Multi-Family				feet or None 9		
32	All Other Uses	25 feet	25 feet	25 feet	25 feet	10 feet	10 feet
33	1 A height higher than 35 feet – up to a maximum of 45 feet – [may only be] is allowed [by the Zoning Board as a						
34	conditional use] for: (i) a rowhouse located on an interior lot that adjoins a street right-of-way of at least 30 feet						
35	wide; or (ii) a rowhouse located on a corner lot at which each of the adjoining street rights-of-way are at least 30						
36	feet wide.						

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² For a structure located on an interior lot, the maximum height is 35 feet. For a structure located on a corner lot at which each of the adjoining street rights-of-way are at least 30 feet wide, the maximum height is 45 feet.

³ For a structure located on an interior lot, the maximum height is 45 feet. For a structure located on a corner lot at which each of the adjoining street rights-of-way are at least 30 feet wide, the Zoning Board may allow a height of up to 60 feet as a conditional use.

⁴ For a lot with a depth of [80 feet or more, the maximum lot coverage is 60%. For a lot with a depth of] less than 80 feet, if the rear of the property abuts an alley, the maximum lot coverage is [80%.] 100%. Otherwise, the maximum lot coverage is 80%.

⁵ In this listing, "blockface average" means the average of the front-yard setbacks of the improved lots on the blockface.

⁶ For a structure that comprises 6 or fewer stories, the minimum front-yard requirement is 45 feet. For a structure that comprises 7 or more stories, the minimum front-yard requirement is 65 feet. However, a structure designed with a courtyard is allowed a reduction of the minimum front-yard requirement, as provided in § 9-403 {"Setback reduction for courtyard design"}.

⁷ For semi-detached dwellings, interior-side yards are required only along the interior-side lot line where the party wall between dwellings is not located.

⁸ If a DWELLING: MULTI-FAMILY IS ATTACHED OR ON THE ATTACHED SIDE OF A SEMI-DETACHED STRUCTURE THE REQUIRED MINIMUM-INTERIOR SIDE YARD IS NONE.

⁹ WHERE 100% LOT COVERAGE IS ALLOWED, NO REAR YARD SETBACK IS REQUIRED.

SECTION 2. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the 30th day after the date it is enacted.

**AMENDMENTS TO COUNCIL BILL 25-0064
(1st Reader Copy)**

By: Councilmember Gray
{To be offered to the Land Use and Transportation Committee}

Amendment No. 1

On page 5, in lines 33 and 35, in each instance, strike “30” and substitute “40”.

Baltimore City Council



Land Use & Transportation Committee

Bill: 25-0064

**Title: Zoning – Bulk and Yard Requirements
- Amendments**

Agency Reports

CITY OF BALTIMORE

BRANDON M. SCOTT
Mayor



DEPARTMENT OF LAW
EBONY M. THOMPSON, CITY SOLICITOR
100 N. HOLLIDAY STREET
SUITE 101, CITY HALL
BALTIMORE, MD 21202

September 8, 2025

The Honorable President and Members
of the Baltimore City Council
Attn: Executive Secretary
Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 25-0064 – Zoning – Bulk and Yard Requirements - Amendments

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 25-0064 for form and legal sufficiency. The bill would amend certain bulk and yard requirements in residential zoning districts.

The City Council must consider the following when evaluating amendments to the text of the Zoning Code:

- (1) the amendment's consistency with the City's Comprehensive Master Plan;
- (2) whether the amendment would promote the public health, safety, and welfare;
- (3) the amendment's consistency with the intent and general regulations of this Code;
- (4) whether the amendment would correct an error or omission, clarify existing requirements, or effect a change in policy; and
- (5) the extent to which the amendment would create nonconformities.

Baltimore City Code, Art. 32, § 5-508(c). The Council must find facts that support the five points above.

Additionally, any bill that authorizes a change in the text of the Zoning Code is a "legislative authorization," which requires that certain procedures be followed in the bill's passage, including a public hearing. Baltimore City Code, Art. 32, §§ 5-501; 5-507; 5-601(a). Certain notice requirements apply to the bill. Baltimore City Code, Art. 32, §§ 5-601(b)(1), (c), (e). The bill must be referred to certain City agencies, which are obligated to review the bill in a specified manner. Baltimore City Code, Art. 32, §§ 5-504, 5-506. Finally, certain limitations on the City Council's ability to amend the bill apply. Baltimore City Code, Art. 32, §5-507(c).

Assuming all the procedural requirements are met, the Law Department can approve the Bill for form and legal sufficiency.


Sincerely,



Desiree Luckey

Assistant Solicitor

cc: Ebony Thompson, City Solicitor
Hilary Ruley, Chief Solicitor, General Counsel Division
Jeff Hochstetler, Chief Solicitor
Ashlea Brown, Chief Solicitor
Michelle Toth, Assistant Solicitor

FROM	NAME & TITLE	CHRIS RYER, DIRECTOR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 8 TH FLOOR, 417 EAST FAYETTE STREET		
	SUBJECT	CITY COUNCIL BILL #25-0064 / ZONING – BULK AND YARD REQUIREMENTS – AMENDMENTS		

TO

The Honorable President and
Members of the City Council
City Hall, Room 400
100 North Holliday Street

DATE: September 5, 2025

At its regular meeting of August 28, 2025, the Planning Commission considered City Council Bill #25-0064, for the purpose of amending certain bulk and yard requirements in residential zoning districts.

In its consideration of this Bill, the Planning Commission reviewed the attached staff report, which recommended approval of City Council Bill #25-0064, along with two technical amendments offered verbally during the meeting, and adopted the following resolution, with six members being present (six in favor):

RESOLVED, That the Planning Commission concurs with the recommendation of its departmental staff, adopts the findings and equity analysis outlined in the staff report, with consideration for testimony and facts presented in the meeting, and recommends that City Council Bill #25-0064 be **amended and approved** by the City Council, with the two amendments as follows:

- On page 2, in line 25, in the column for the R-1D District that reads “[20] 10 20 feet” should strike the extraneous “20” to read “[20] 10 ~~20~~ feet” to correct a typographical error; and
- On page 2, in line 17-18, in the column for the R-2 District that reads “[10] 5 feet 10” should strike the extraneous “10” to read “[10] 5 feet ~~10~~” to correct a typographical error.

If you have any questions, please contact Mr. Eric Tiso, Division Chief, Land Use and Urban Design Division at 410-396-8358.

CR/ewt

attachment

cc: Ms. Nina Themelis, Mayor’s Office
The Honorable John Bullock, Council Rep. to Planning Commission
Ms. Rebecca Witt, BMZA
Mr. Geoffrey Veale, Zoning Administration
Ms. Stephanie Murdock, DHCD
Ms. Hilary Ruley, Law Dept.
Mr. Francis Burnszynski, PABC
Mr. Luciano Diaz, DOT
Ms. Nancy Mead, Council Services



Brandon M. Scott
Mayor

PLANNING COMMISSION

Jon Laria, Chair; Eric Stephenson, Vice Chair

STAFF REPORT



Chris Ryer
Director

August 7, 2025

REQUEST: City Council Bill #25-0064/ Zoning – Bulk and Yard Requirements – Amendments:
For the purpose of amending certain bulk and yard requirements in residential zoning districts.

RECOMMENDATION: Approval

STAFF: Brandon Kanoy

INTRODUCED BY: Councilmember Gray

OWNER: Citywide

SITE/GENERAL AREA

Site Conditions: This code amendment does not impact a single site, but applies citywide.

SUMMARY

- Modifies Table 8-401 (R-1A to R-4) by:
 - Adding an additional 10% to Maximum Lot Coverage across the table;
 - Reduces the required minimum interior-side yard by 5' for all uses; and
 - Reduces the required minimum Corner-side yard by 10' for all uses.
- Modifies Table 9-401 (R-5 to R-10) by:
 - No changes to the following single-family uses: Dwelling: Detached or Dwelling: Semi-Detached.
 - Lot Area requirement is reduced for Dwelling: Multi-Family.
 - Adding an additional 10% to Maximum Lot Coverage in R-5, 15% in R-6 and 20% in R-7 and R-8 for rowhomes and Dwelling: Multi-Family. R-9 and R-10 unchanged
 - Minimum Interior-Side Yard reduces by 5' for SFD Detached, Semi-Detached, and all other uses. Reduces by 5' (except where no yard is required, as applicable), for Dwelling: Multi-Family;
 - Minimum Corner-Side Yard reduces by 10', where applicable.
 - Minimum Rear Yard reduced for Rowhomes and Dwelling: Multi-Family in R-8 from 20' to 12' (i.e. 40% reduction).

CONFORMITY TO PLANS

The 2024 Comprehensive Master Plan for the City of Baltimore was enacted by Ordinance #24-426, dated December 2, 2024. The subject amendment impacts many aspects of the Comprehensive Master Plan, mainly including the Livable Places and Healthy Communities sections under the category of Policy Recommendations. Discussion of each of these aspects can be found in the following paragraphs of this report.

Livable Places – These amendments would assist with current efforts for production and preservation of housing stock, as it will make more empty lots developable. The amendment will also improve the ability for individuals to renovate/improve existing vacant structures. Changes to bulk and yard regulations remove the need to seek zoning relief for certain lot conditions, which will shorten development timelines, and create a diversity of housing opportunities. A greater supply of such development sites can help reduce acute demands for useable housing stock.

Healthy Communities – These proposed amendments may heighten the impact of historic underinvestment in green areas and open space throughout the City, especially in R-7 and R-8 zoning districts. Reduction in the required greenspace on individual lots means that lack of greenspace in shared spaces, such as the streetscape and parks, will be felt even more acutely by residents who lack greenspace the most. The potential reduction in greenspace in individual developments will likely hinder the ability of the Planning Department to reach goals outlined in documents such as the Climate Action Plan and other forward thinking environmental documents.

ANALYSIS

Background: The intent of these amendments to the zoning code is to largely align the relevant bulk and yard regulations with historic trends in applications to the Board of Municipal and Zoning Appeals (BMZA). Decisions from the BMZA are required to find that a “practical difficulty” exists with a property – a designation that shows a property cannot reasonably comply with the standard requirements to develop or improve a site. A substantial number of similar variances necessarily indicates that the zoning code may define a “standard” lot too narrowly. A change to the bulk and yard regulations will create a broader definition of the “standard” yards. Therefore this amendment, if approved, would mean fewer properties would need to prove a “practical difficulty” exists to develop or improve any subject property.

Equity:

- Impact: This amendment will necessarily be a trade-off between buildable area and required green area. A discussion of the relevant points is listed in this section.
 - The proposed changes to the zoning code could potentially reduce barriers to homeownership and housing development by allowing more lot coverage before a BMZA hearing is required.
 - Reductions to the minimum lot area required per-unit under the use of Dwelling: Multifamily will allow for more effective reuse/redevelopment of existing properties.
 - Reductions in the lot area requirements for Multi-Family Dwelling developments will allow for greater density and flexibility with existing lot constraints.
 - Reductions to the minimum rear yard dimensions for Multi-Family Dwellings will allow for greater utilization of space on existing lots.
 - R-7 and R-8 districts, which make up approximately 11% of the land area in the City (~7,850 acres), will see the greatest gain in buildable area, with a 20% increase in permissible coverage for rowhome development.
 - Greater allowed lot coverage can permit larger structures to meet modern expectations for household space.
 - An unintended consequence of this proposal is the reduction of required greenspace on sites, especially in higher-density residential districts which allow moderate/low density housing developments.
 - The blanket increase of 20% allowed lot coverage in R-7 and R-8 districts necessarily reduces potential greenspace in districts that historically lack robust green areas and tree canopies.
 - This is especially apparent in Rowhouse developments which have no requirement for side yards. Applicable rear yard requirements for rowhomes do not compensate for the lack of side yards, and in fact this amendment reduces the rear yard requirement.

- Lack of greenspace can diminish desirability of properties, especially for new residents.
 - Increased impervious surface will also increase the volume of stormwater runoff that needs to be treated during major and minor storm events.
 - Given that many redevelopments already struggle to effectively implement stormwater management on-site, this change could push more developments to pursue fee-in-lieu instead of infrastructure implementation.
- Engagement:
 - Community Planners have notified various community groups that the Planning Commission will host consideration of this item.
 - Internal Operations:
 - The increase in permitted lot coverage will reduce staff time dedicated to BMZA review.
 - Cases which formerly would come for BMZA review would now be permissible by-right.
 - The increase in permitted lot coverage will increase staff time dedicated to improvement and maintenance of greenspace on sites during and after development.
 - Sustainability experts on staff recommend consideration of a standard adopted by multiple comparable cities such as Denver, Seattle, and Virginia Beach.
 - Instead of a maximum lot coverage, sustainability experts recommend consideration of a new standard (not currently proposed, but being workshopped by staff) which would implement a Green Area Ratio (GAR) or other similar standard for new residential development.
 - GAR standards outline a minimum area and quality standard of greenspace for developments. Current Baltimore City standards only require a minimum area.
 - Any change to standards (such as implementing a GAR or other kind of greening requirement) would take reasonable staff time to develop, as no proposals for such changes are prepared

Notification: The Planning Department used GovDelivery to notify over 17,100 residents and stakeholders of this action.



Chris Ryer
Director



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Chief James Wallace, Baltimore City Fire Chief, Baltimore City Fire Department
CC	Mayor's Office of Government Relations
DATE	June 11, 2025
SUBJECT	25-0064 Zoning Bulk and Yard Requirements

Position: Without Recommendation

BILL SYNOPSIS

This bill changes certain bulk and yard requirements in residential zoning districts.

SUMMARY OF POSITION

This bill does not change any requirements for submission of plans to the Office of the Fire Marshal for review of construction, fire detection/notification/suppression systems, and automatic sprinkler installation. The locations may be subject to an annual fire inspection and/or permits from the Office of the Fire Marshal per the code, but this bill does not require new expectation for BCFD in anyway.

FISCAL IMPACT

This bill will not have an impact financially on the Baltimore City Fire Department.

AMENDMENTS

NA



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Alice Kennedy, Commissioner, Housing and Community Development
CC	Mayor's Office of Government Relations
DATE	September 4, 2025
SUBJECT	25-0064 Zoning – Bulk and Yard Requirements

Position: Favorable

BILL SYNOPSIS

The Department of Housing and Community Development (DHCD) has reviewed City Council Bill 25-0064 Zoning – Bulk and Yard Requirements - Amendments for the purpose of amending certain bulk and yard requirements in residential zoning districts.

If enacted, Council Bill 25-0064 would amend the zoning code to increase maximum lot coverage and reduce minimum yard requirements in certain residential districts. If approved, this Bill will take effect on the 30th day after its enactment.

SUMMARY OF POSITION

At its regular meeting of August 28th, 2025, the Planning Commission concurred with the recommendation of its Departmental Staff and recommended that City Council Ordinance 25-0064 be approved by the City Council. Their report noted that the proposed changes to bulk and yard requirements may assist in the production and preservation of housing by allowing for the development of currently empty lots that would otherwise be difficult to develop without variances. The Commission also noted that the Bill may enhance the potential for individuals to renovate and improve existing vacant structures, while expressing some concerns about the reductions in green space that may result.

DHCD supports the efforts of this Bill to better align bulk and yard requirements with the contemporary housing needs of Baltimore City. We also support reducing the number of applicants needing to prove to the Board of Municipal and Zoning Appeals (BMZA) that a “practical difficulty” exists before they can develop or improve a given property. By eliminating that extra step, this Bill may in turn shorten development timelines and create more of the housing opportunities that Baltimore so greatly needs.

FISCAL IMPACT

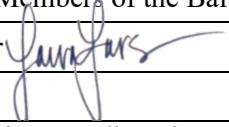
As drafted, this Bill would have minimal fiscal or administrative impact on DHCD.

AMENDMENTS

DHCD does not seek any amendments to this Bill at this time.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Laura Larsen, Budget Director 
DATE	September 5 th , 2025
SUBJECT	City Council Bill 25-0064 Zoning – Bulk and Yard Requirements - Amendments

The Honorable President and
Members of the City Council
City Hall, Room 400

Position: Support

The Department of Finance is herein reporting on City Council Bill 25-0064, Zoning – Bulk and Yard Requirements - Amendments, the purpose of amending certain bulk and yard requirements in residential zoning districts.

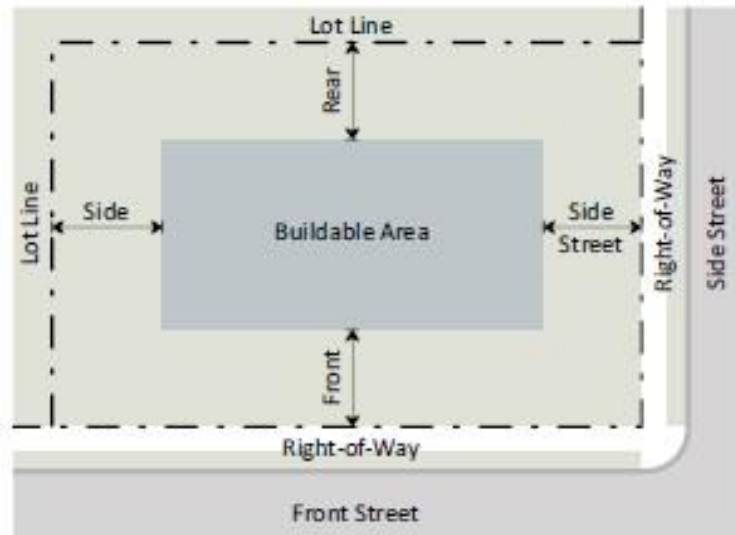
Background

Council Bill 25-0064 proposes amendments to the City’s Zoning Code, specifically to the bulk and yard requirements for all residential zoning districts. These changes would significantly alter the regulations that govern how buildings relate to the lots on which they are located. Bulk and yard requirements influence everything from the size of a house to how far it must be set back from the property line. To fully understand the impact of the proposed amendments, it is important to first define several key zoning terms—particularly the different types of required yards—that determine how space is used on residential properties:

Term	Definition	25-0064 Changes
Lot Area	The total area of the plot of land that the residential building is located on.	By decreasing the minimum lot area for certain residential uses, 25-0064 enables a broader range of building sizes and configurations
Lot Coverage	Lot coverage refers to the percentage of a lot's area that may be covered by buildings.	By increasing the allowable lot coverage, the buildable area is expanded
Interior-Side Yard	Setbacks are minimum distances that a building must be from a property line (side).	Decreases the required width of interior side yards, thereby increasing the buildable area.
Corner-Side Yard	Setbacks are minimum distances that a building must be from a property line (side).	Decreases the required width of corner side yards, thereby increasing the buildable area.
Rear Yard	Setbacks are minimum distances that a building must be from a property line (rear).	Decreases the required width of rear side yards, thereby increasing

		the buildable area.
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Below is a graphic from the Montgomery County, Maryland’s Zoning Code that visually demonstrates lot area, lot coverage (buildable area), as well as rear and side yards. The lot area is the area within the boundaries of the lot line, and the lot coverage equates to the “buildable area” referenced in the graphic. While the graphic does demonstrate what a front yard requirement looks like, City Council Bill 25-0064 does not make any changes to front yard (also known as a setback) requirements.



The proposed changes to lot area, lot coverage, and requirements for yards in Council Bill 25-0064 would modify how residential properties can be developed across residential zoning districts. These changes would allow for a broader range of building sizes and configurations, as well as made the ability to modify current buildings.

Currently, under certain circumstances, a property owner can receive permission to deviate from existing bulk and yard requirements through by being granted a variance. Variances are granted by the Zoning Administrator, the Board of Municipal and Zoning Appeals (BMZA), or the City Council, depending on the type of variance, as outlined in the Zoning Code. It is important to note that just because a variance was granted, does not mean that the project moved forward. If Council Bill 25-0064 is enacted, variances would continue to be granted under the new bulk and yard standards.

Fiscal Impact

To estimate the fiscal impact of Council Bill 25-0064, the Department of Finance analyzed 33 properties that received variances from the BMZA for bulk and yard requirements in residential zoning districts. These came from calendar year 2021. If 25-0064 were enacted, property owners would most likely not need to be granted a variance for most projects that are currently applied for. It is assumed that a portion of property owners with would take advantage of the new Bulk and Yard requirements, as well as the eased administrative burden, to make improvements to their properties.

The analyzed variances represent a range of building types, from single unit to multi-unit residential buildings. They include both new construction as well as additions to existing structures that cover a variety of variance types—including front, side, and rear yard setbacks. For the geographic distribution of the variances, see Map 1. For single-unit buildings, variances were commonly granted for decks and for single- and multi-level additions.

The Department of Finance expects the primary fiscal impact of 25-0064 to be on revenues specifically property taxes, as the assessed value of a property reflects any physical changes made to the property. To assess this impact, the Department compared the assessed values of the properties in 2019 with their values in 2025. In order to account for inflation and assessment increases, a present value calculation was applied to the FY2025 assessment.

FY 2019 Assessment	FY 2025 Assessment	Present Value calculation
\$6,014,336	\$7,829,170	\$6,342,992

Collectively the value of all 33 properties analyzed were assessed at \$6,014,336 in FY2019. In FY2025 the properties were collectively assessed at \$7,829,170. After applying a present value adjustment to the FY2025 assessments, using the average annual property assessment increase between 2019 and 2025, 4.3% rate over five years, the Department calculated a present value of \$6,342,992. This represents a real increase of approximately \$328,656 (or 5.5%) over the collective FY2019 assessments. This increase suggests that improvements enabled by bulk and yard variances—such as additions and other amenities—contribute to measurable growth in assessed property values over time.

Assuming similar patterns across other properties that would no longer require variances under Council Bill 25-0064, the City could reasonably expect growth in the property tax base. While not all eligible property owners would pursue improvements, even modest uptake could yield revenue gains. The Department's analysis indicates that 25-0064 may result in a modest but meaningful increase in property tax revenue over time by facilitating improvements that raise property values. The actual fiscal impact will depend on the extent to which property owners act on the new entitlements provided under the amended zoning code.

Additionally, the potential for the reduced reliance on the variance process may result in a reduced workload for the Board of Municipal and Zoning Appeals (BMZA). While the BMZA charges for appeals which are paid into the General Fund, 25-0064 might decrease the number of appeals, the overall income lost would be minor. In FY2024 the BMZA received \$52,795 in appeals fees.

Percent Reduction in Zoning Appeals filed	Reduction in fees paid
5%	\$2,640
15%	\$7,919
25%	\$13,199
35%	\$18,478
45%	\$23,758

The BMZA filing fees are a minor revenue source for Baltimore City, these fees are paid into the General Fund. Any reduction in fees paid to the BMZA will be offset by increases in property taxes. There are other operational efficiencies within the BMZA and Planning that will occur due to the passage of 25-0064, however it is unlikely that these will result in savings.

Anne Arundel County

The Anne Arundel County Council passed the Housing Attainability Act of 2024 (Bill 72-24), in September of 2024. The legislation contained a number of provisions including amendments to bulk and yard requirements. The councilmembers who introduced the Housing Attainability Act stated that the goals of this legislation are to allow for more efficient land use to increase attainable housing units across Anne Arundel County, creativity in site layout, and create better opportunities to achieve allowable density. The goal of these reforms is to allow for the construction of triplexes, fourplexes, multiplexes, and townhomes. By adding flexibility of dwelling types into the Code, the reforms allow for development

sites to be reimaged with a mix of house scale structures. These house scale buildings provide solutions along a spectrum of attainability, or the “missing middle”.

While Housing Attainability Act and Bill 25-0064 have differences, which is due to differences in land use between Baltimore City and Anne Arundel County, the goal of the legislation is similar, to promote more efficient land use, increase attainable housing, and encourage the production of “missing middle” housing units.

Maryland Housing Needs Assessment

Maryland Department of Housing and Community Development (MD DHCD) commissioned a study in 2020 called the “Maryland Housing Needs Assessment”. The report’s intent is to assess Maryland’s current and future housing needs and outline strategies to address them over the next decade in 2020 and through the remainder of the decade in 2025. Its goals include identifying housing challenges, projecting future demand, and recommending policies to ensure all Maryland residents have access to safe, affordable, and appropriate housing. It also aims to guide state and local decision-makers in prioritizing investments, aligning resources, and coordinating efforts to meet diverse housing needs. The report discussed 70 actions designed to address priority needs by region in the state. The actions could be acted upon by state and local governments and policy makers.

Council Bill 25-0064 aligns with four of the recommended actions in the report: remove barriers in the rezoning processes, amend zoning to allow by-right development of diverse housing types, and revise land use standards to encourage small lot development.

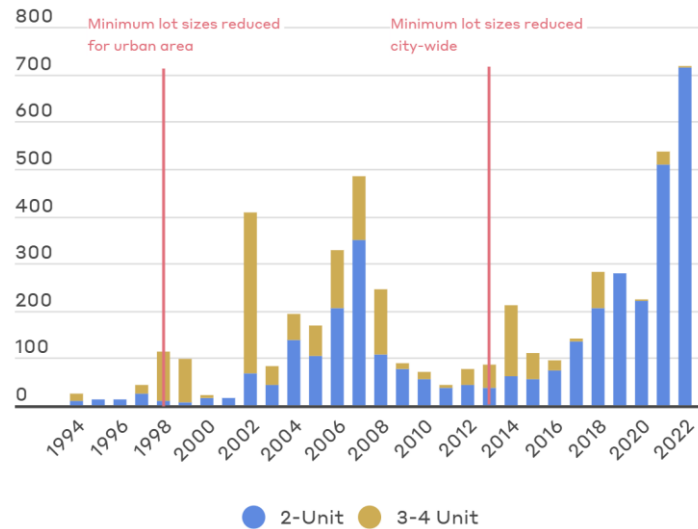
The legislation aims to reform zoning rules that dictate the physical dimensions of lots, building placement, and open space—factors that have a direct impact on housing density and affordability. Under current zoning, many residential districts have large minimum lot sizes, wide yard setbacks, and restrictive lot coverage limits. There is an administrative process to get permission to go beyond the current bulk and yard standards, however many of the variances require “uniqueness” in order to be granted. This prevents most properties from being granted a variance. By changing the bulk and yard standards, this removes barriers to the zoning process. The updated standards mean that a more diverse set of housing types are allowed to be built. The change in standards also open up lots to development that could previously not be able to because of a lot coverage or yard size issue.

Houston’s Bulk and Yard Reform

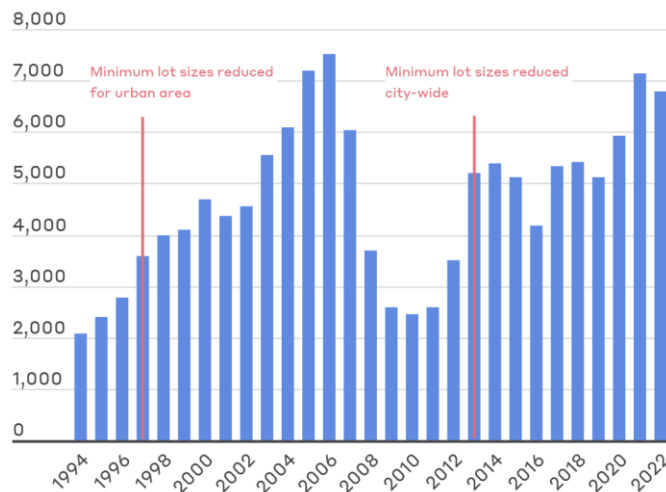
In 1998 Houston amended their equivalent of their Zoning and Building codes to reduce the minimum lot size needed for a single-family home, from 5,000 square feet to 3,500 square feet in most areas and 1,400 square feet close to the city center. The change from 5,000 square feet to 3,500 square feet is a *proportionally* similar proposal to changes that 25-0064 makes for minimum lot area for multifamily. In 2013, Houston extended the minimum lot size at 1,400 square feet to every part of the city. Houston between 1999 and 2016, had over 25,000 homes built on these lots smaller than 5,000 square feet¹, where they previously would not have been able to do so.

¹ <https://bipartisanpolicy.org/blog/reducing-minimum-lot-sizes-in-houston-texas/>

"Missing Middle" Housing Units Permitted in Houston



Single Housing Units Permitted in Houston



Source: Department of Housing and Urban Development.

While the changes in 25-0064 are proportionally similar to the changes made in Houston, it is unlikely to result in a similar housing boom due to the actual sizes of the lots in Houston being larger than in Baltimore.

Conclusion

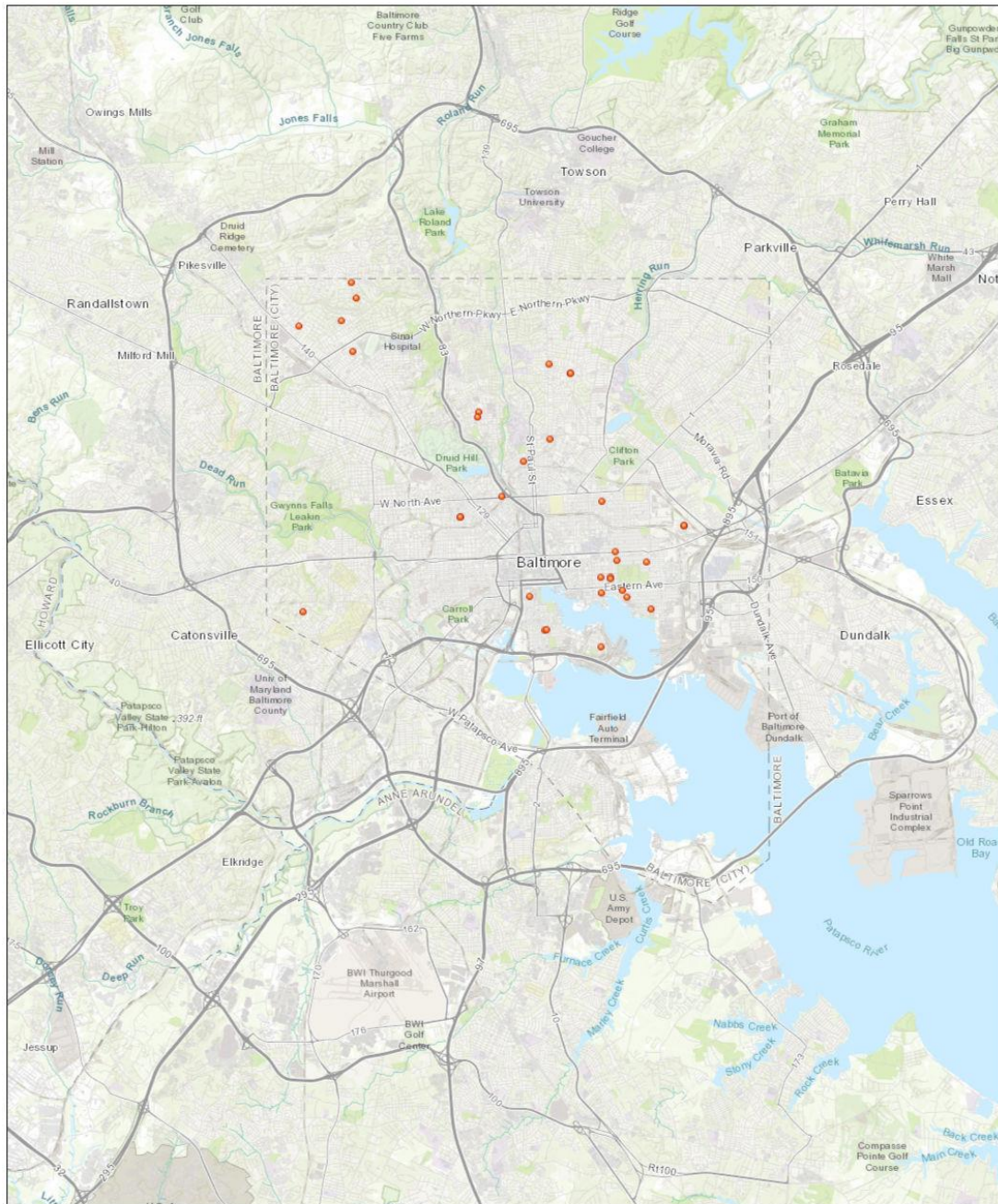
Council Bill 25-0064 proposes changes to the City's zoning code that would modify bulk and yard requirements. By reducing minimum lot areas and setback distances while increasing allowable lot coverage, the bill enables a broader range of building types and configurations without the need for variances. The analysis conducted by the Department of Finance suggests that these changes could lead to higher assessed property values and, consequently, increased property tax revenues. While the full impact will depend on how widely property owners take advantage of the new regulations, the bill is likely to support reinvestment in residential neighborhoods and contribute to the City's long-term fiscal health through growth in the assessable tax base.

For the reasons stated above, the Department of Finance supports City Council Bill 25-0064.

cc: Michael Mocksten
Nina Themelis

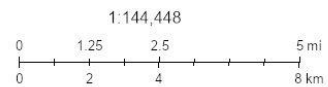
MAP 1

Baltimore City CoDeMap



7/8/2025, 9:08:57 AM

● Bulk and Yard Variances



City of Baltimore, Baltimore County Government, VITA, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

DHCD
City of Baltimore, Baltimore County Government, VITA, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

City Hall – Room 250, 100 Holliday Street, Baltimore, MD 21202

Baltimore City**BALTIMORE CITY COUNCIL
PUBLIC HEARING ON BILL NO. 25-0064**

The Committee on Land Use & Transportation of the Baltimore City Council will conduct a public hearing on City Council Bill No. 25-0054 on Thursday, September 11, 2025, at 10:00 AM in the Clarence "Du" Burns Chamber, City Hall, 100 N. Holliday Street, 4th Floor, Baltimore, MD 21202. Information on how the public can participate in the hearing virtually, via Webex, will be available at <https://baltimore.legistar.com/Calendar.aspx>.

Zoning - Bulk and Yard Requirements - Amendments

FOR the purpose of amending certain bulk and yard requirements in residential zoning districts.

Applicant: Paris Gray - City Council Member

For more information, contact committee staff at (410) 396-1091.

NOTE: This bill is subject to amendment by the Baltimore City Council.

RYAN DORSEY
Chair

au27 4086755

Baltimore City Council



Legislative Investigations

Committee

Bill: 25-0064

**Title: Zoning – Bulk and Yard Requirements
- Amendments**

Public Testimony

Leva, Anthony F (City Council)

From: Mead, Nancy (City Council)
Sent: Thursday, July 3, 2025 11:32 AM
To: Leva, Anthony F (City Council)
Subject: FW: Personal Opposition to Zoning Bills 0064,0065 and 0066

Follow Up Flag: Follow up
Flag Status: Flagged

For the file.



OFFICE OF COUNCIL SERVICES

Nancy M. Mead
Interim Director
Office of Council Services

100 N. Holliday Street
Baltimore, MD 21202
nancy.mead@baltimorecity.gov

Office: (410) 446-7962
Mobile: (803) 371-6872

From: Charles Williams <chazwilliamz@gmail.com>
Sent: Thursday, July 3, 2025 11:19 AM
To: Zac Blanchard <zac@blanchardforbaltimore.com>; Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>
Cc: Brenda Allison <bkayeallison@gmail.com>; Joel Kurz <joe@thegardenbaltimore.com>; Bullock, John (City Council) <John.Bullock@baltimorecity.gov>; Jules Dunham Howie <juleshouse@hotmail.com>; Malcolm Lewis <Malcolm.Lewis1130@gmail.com>; JC Peralta <mpjcruz@gmail.com>; Jeff Thompson <jtphil3.8@gmail.com>; Jamaalttaylor86@gmail.com; Rafael McFadden <rafaelmac33@gmail.com>; Eric Brown <mobybrown@aol.com>; William Blackwell <willmarionb1510@verizon.net>; Savarese, Brandy (City Council) <brandy.savarese@baltimorecity.gov>; Torrence, James (City Council) <James.Torrence@baltimorecity.gov>; Charleus, Tyriq (DOP) <Tyriq.Charleus@baltimorecity.gov>; Bolden, Tarek (DOP) <tarek.bolden@baltimorecity.gov>; Al Hathaway <alhathaway@gmail.com>; nnenna ochuba <nnenna.ochuba@gmail.com>; kenihines@gmail.com; Cynthia Ryals <ciciryls@renaissancebc.com>; Fred Tillman <metropropsllc@gmail.com>; Atiba Nkrumah <atiba.nkrumah@gmail.com>; marble hill <marblehillimprovement@gmail.com>; bullock@baltimorecity.gov; Kennedy, Alice (DHCD) <Alice.Kennedy@baltimorecity.gov>; Henson, Brandi (DHCD) <Brandi.Henson@baltimorecity.gov>; yoko.robinson@baltimorecity.gov; Marti Pitrelli <erasmocho@yahoo.com>; Yates, Ericka (DHCD) <Ericka.Yates@baltimorecity.gov>; DHCD MPIA Request <dhcd.mpia@baltimorecity.gov>; Quarles, Chantel (DHCD) <Chantel.Quarles@baltimorecity.gov>; Mead, Nancy (City Council) <Nancy.Mead@baltimorecity.gov>; Wanda Best <wgbest@verizon.net>; Brandon M Scott <brandonm.scott@baltimorecity.gov>; km@kathleenmitchell.com; kweisi.mfume@house.state.md.us; District11 <District11@baltimorecity.gov>; aaronleonardcoleman@gmail.com; info@historicopton.com; Upton@historicopton.com; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; Brandon M Scott <brandonm.scott@baltimorecity.gov>; neighborsforsfzoning@gmail.com; Pierre Wright <wrgpr@aol.com>; stephanhanley@gmail.com; president@mvba.org
Subject: Personal Opposition to Zoning Bills 0064,0065 and 0066

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Dear Councilmember Blanchard,

I hope this message finds you well.

First, I want to sincerely thank you for attending our Marble Hill community meeting on May 20, 2025. I truly appreciated your presence — especially since this marked your **second visit** with us. Your continued engagement and the insights you shared regarding the Housing Options and Opportunity Act did not go unnoticed and mean a great deal to our community.

I'm reaching out personally to express my strong concern for Zoning Bills 25-0064, 25-0065, and 25-0066.

As a resident of historic Marble Hill, I care deeply about the long-term health, character, and stability of our neighborhood. While I fully understand the importance of promoting affordable and flexible housing options, these particular zoning changes raise serious concerns that I believe would have unintended, yet damaging, consequences for communities like ours.

Here's why:

- **Bill 0066** would allow up to four units to be built on lots currently zoned for single-family homes. This opens the door for increased investor activity and the conversion of homes into multi-unit rentals, making it harder for local families and first-time buyers to compete. Just this past April, our community had to actively push back against this exact type of predatory development — where duplexes were improperly being converted into quadruplexes. With support from Commissioner Alice Kennedy and the Department of Housing and Community Development, we were able to intervene and stop it. Adopting this bill now would feel like reversing that victory and signaling that those zoning protections no longer matter.
- **Bill 0065** would remove the requirement for off-street parking. Parking is already scarce in Marble Hill. Removing this requirement would increase congestion and create frustration for residents, particularly in older neighborhoods not designed to absorb that kind of density.
- **Bill 0064** proposes to reduce yard and green space requirements. These spaces are more than aesthetic — they contribute to safety, health, and the historic character that makes our community feel like home. Reducing them would strip away part of what gives Marble Hill its identity.

I'm not opposed to thoughtful growth — but I strongly believe that growth should be equitable and community-centered. The cumulative effect of these three bills would promote investor-driven development while diminishing the quality of life for existing homeowners and long-time residents.

Zack, I'm asking you not just as a constituent, but as someone who is deeply invested in preserving our neighborhood's integrity — please reconsider your support for these bills. I would also appreciate being notified of any upcoming hearings or public comment opportunities so I can continue to make my voice heard.

Thank you again for your time, your accessibility, and your ongoing commitment to public service. Your consistent presence in our community matters, and I trust you'll weigh our lived experience and local history in your decision-making.

Sincerely,
Charles Williams

Leva, Anthony F (City Council)

From: Michael Scepaniak <michael@baltpop.org>
Sent: Monday, September 8, 2025 12:18 AM
To: rdorsey
Cc: Leva, Anthony F (City Council); Nicholes, Ash (City Council); Weiss, Sumner (City Council)
Subject: Re: Land Use & Transportation Committee - written testimony
Attachments: Baltimore City Bill 25-0065 Testimony (Zoning – Eliminating Off-street Parking Requirements) 20250907.pdf; Baltimore City Bill 25-0064 Testimony (Zoning – Bulk And Yard Requirements – Amendments) 20250907.pdf; Baltimore City Bill 25-0062 Testimony (Building Code – Single Exit From Residential Occupancy) 20250907.pdf

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Attached, please find testimony on behalf of BaltPOP to be considered in the upcoming Land Use & Transportation Committee hearings regarding the following bills:

- Bill 25-0062 (Building Code – Single Exit From Residential Occupancy)
- Bill 25-0064 (Zoning – Bulk And Yard Requirements – Amendments)
- Bill 25-0065 (Zoning – Eliminating Off-street Parking Requirements)

Please confirm receipt. Thank you for your time and efforts. Good luck!

Mike....

[BaltPOP - Baltimoreans for People-Oriented Places](#)

On Thu, Aug 28, 2025, at 11:07 AM, Weiss, Sumner (City Council) wrote:

Best to send it in a couple of days before. But the earlier, the better- it will give committee members more time to review.

Sumner Weiss (he/him)



Baltimore City Council

Director of Legislative Affairs
Councilman Ryan Dorsey
Baltimore City Council, District 3
sumner.weiss@baltimorecity.gov
(410) 396-4812

From: Michael Scepaniak <michael@baltpop.org>
Sent: Tuesday, August 26, 2025 4:16 PM
To: rdorsey <Ryan.Dorsey@baltimorecity.gov>
Cc: Leva, Anthony F (City Council) <anthony.leva@baltimorecity.gov>; Weiss, Sumner (City Council) <Sumner.Weiss@baltimorecity.gov>; Nicholes, Ash (City Council) <Ash.Nicholes@baltimorecity.gov>
Subject: Re: Land Use & Transportation Committee - written testimony

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Thank you. Is there a deadline other than "before the hearing starts"? Or do you need it by EOD one or two days before?

Mike.....

[BaltPOP - Baltimoreans for People-Oriented Places](#)

On Tue, Aug 26, 2025, at 3:34 PM, rdorsey wrote:

Send them as a PDF attachment to me at this address and CC the three others I've CC'd here.

Ryan Dorsey
Baltimore City Council
District 3
o [410-396-4812](tel:410-396-4812)
c [410-925-4156](tel:410-925-4156)

"To be on the side of people who are struggling for something doesn't necessarily mean you are being political." -Bob Dylan

From: Michael Scepaniak <michael@baltpop.org>
Sent: Tuesday, August 26, 2025 1:47:50 PM
To: rdorsey <Ryan.Dorsey@baltimorecity.gov>
Subject: Land Use & Transportation Committee - written testimony

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Councilmember Dorsey,

We'd like to submit written testimony in support of the bills being considered in the Land Use & Transportation Committee on September 11th and 18th. What are the procedures for doing that? To whom should I send the testimony and by when? I don't see instructions posted for these meetings or prior meetings. Thank you.

Mike.....

[BaltPOP - Baltimoreans for People-Oriented Places](#)

Leva, Anthony F (City Council)

From: Kathleen Kotarba <kathleenkotarba@icloud.com>
Sent: Sunday, September 7, 2025 2:22 PM
To: Testimony
Subject: Oppose City Council Bill #25-0065 -Zoning - Eliminating Off-Street Parking Requirements

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PLEASE GIVE THIS YOUR IMMEDIATE ATTENTION AND ADD TO THE LEGISLATIVE RECORD (LEGISTAR) IMMEDIATELY. THANK YOU.

Dear Honorable President and Members of the City Council

Re: **Oppose** City Council Bill #25-0065 – Zoning – Eliminating Off-Street Parking Requirements

As Baltimore City residents and homeowners for over four decades, we **strongly oppose** City Council Bill #25-0065. Please share this letter with the members of the City Council and include it in the legislative record for this bill.

Baltimore's citizens are already well served by the recently updated Zoning Code. There is no defensible rationale to upend the legislated Off-Street Parking Requirements.

Homeowners have invested in Baltimore City and depend upon residential zoning that supports their neighborhoods. Citizens and communities already count on zoning that:

- 1- encourages owner occupancy and long term commitment,
- 2- discourages institutional and absentee investors,
- 3- provides a reliable and stable tax base,
- 4-maintains and encourages greenspaces, including homeowner and public yards and gardens
- 5-preserves thoughtful community design that builds upon existing community assets.

There are actually three current bills (#25-0064, #25-0065). If all three bills become law there will be a layering effect. The resulting impacts are unknown and not addressed in the legislation. We have no idea what this will look like if the legislation is enacted. We encourage the City Council to review the three bills as a whole and not make piecemeal decisions about such major changes.

Here are reasons the reasons we **oppose Bill #25-0065:**

1- Treats all neighborhoods as though they have the same characteristics and needs. They do not. It is self evident that Baltimore's neighborhoods offer a variety of uses and densities of structures. Many neighborhoods include both residential and commercial properties of a variety of sizes and scales. Many include churches,

schools, health care facilities, restaurants, grocery stores and specialty businesses. Each kind of use will have distinct parking needs associated with their specific location. Eliminating off-street parking requirements in all zoning categories will discourage homeowners, renters, church-goers, business customers, health care patients, tourists and people of all categories who need to find a parking place.

2- Creates incentives to cut corners and not include parking in new construction and business plans. Many Baltimore neighborhoods already lack sufficient parking spaces to accommodate existing stores, restaurants, churches, health care facilities and group homes. Already some households, both homeowner and rental, have multiple vehicles and resort to parking on front yards. Already there is inadequate Zoning enforcement of this type of illegal parking. Matters will only become worse if there are no minimum off-street parking requirements. It would be a serious mistake to discourage Baltimore City's homeowners by thwarting their current expectations to park near their house. Homeowners are key to the City's tax base and should be respected for their support of Baltimore's stability.

3- Does not address the additional zoning, housing, building and transportation inspection staffing requirements. There likely will be more double parking and illegal parking in general. There should be a plan to provide adequate parking and a plan for enforcement for those who violate the rules.

4- There is no fiscal analysis or data to support this legislation. It does not address fiscal implications for the future, including potential increases to the City budget. This short-sighted planning also ignores the needs of

visitors to our city. We seek the financial benefits of additional tourism, but frustrate our visitors when they come to see us by car. We want more residents, but not all are carless, Many of our residents and visitors have disabilities that require special transportation consideration. What is the physical and fiscal impact upon these individuals? Before passing this “one size fits all” legislation we need to consider some actual data that addresses the potential outcomes. It is not too much to expect before we take the risk.

5- While the legislation suggests an optimistic view of a Baltimore City with fewer cars, it fails to address our current realities. It is an admirable goal to increase the use of bicycles as a mode of transportation, but not all Baltimoreans are able to regularly use bikes. It is also an admirable goal to wean ourselves away from reliance on cars, but we do not have a fully viable public transportation system. While admirable as an idea, this legislation cannot assure public transportation funding. A highly functioning transportation system relies upon State and Federal dollars, and they are becoming increasingly scarce. Major public transportation projects often require decades to complete, assuming that there is sufficient political alignment to support construction. It would be irresponsible to eliminate off-street parking minimum requirements prior to achieving a fully viable public transportation system.

In conclusion, we strongly **OPPOSE Bill #25-0065**. This bill represents top down decision making that imposes upon the people of Baltimore City. It is one bill in a package of bills that, when combined, constitute an experiment that could be detrimental to Baltimore’s neighborhoods. Bill #25-0065 contradicts the effort that went into the recently updated Zoning Code. Baltimoreans did not vote for this and expect better of their City government.

Respectfully,

Kathleen and Michael Kotarba

3021 Iona Terrace

Baltimore MD 21214

Leva, Anthony F (City Council)

From: Kathleen Kotarba <kathleenkotarba@icloud.com>
Sent: Sunday, September 7, 2025 2:15 PM
To: Testimony
Subject: OPPOSE City Council Bill 25-0064 Zoning - Bulk and Yard Requirements - Amendments

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PLEASE GIVE THIS YOUR IMMEDIATE ATTENTION AND ADD TO THE LEGISLATIVE FILE (LEGISTAR) IMMEDIATELY. THANK YOU.

Dear Honorable President and Members of
the Baltimore City Council

Re: **Oppose** City Council Bills #25-0064

As Baltimore City residents and homeowners for over four decades, we **strongly oppose** City Council Bill #25-0064. Please share this letter with all members of the City Council and include it in the legislative record for this bill.

Baltimore's citizens are already well served by the recently updated Zoning Code. There is no defensible rationale to upend the legislated Bulk and Yard Requirements. Homeowners have invested in Baltimore City and depend upon residential zoning that supports their

neighborhoods. Citizens and communities already count on zoning that:

- 1- encourages owner occupancy and long term commitment,
- 2- discourages institutional and absentee investors,
- 3- provides a reliable and stable tax base,
- 4-maintains and encourages greenspaces, including homeowner and public yards and gardens
- 5-preserves thoughtful community design that builds upon existing community assets.

There are actually three current bills (#25-0064, #25-0065 and #25-0066) that raise interconnected concerns. If all three bills become law there will be a layering effect. The resulting impacts are unknown and not addressed in the legislation. We have no idea what this will look like if the legislation is enacted. We encourage the City Council to review the three bills as a whole and not make piecemeal decisions about such major changes.

Here are the reasons we **oppose Bill #25-0064:**

- 1- Treats all neighborhoods as though they have the same characteristics and needs.**

They do not. The City Council knows that Baltimore's neighborhoods offer a variety of designs with greenspace that is generally proportionate to the building types. This is an asset, offering a range of choices for everyone. Imposing a uniform change that reduces open and green space is misguided at best. This can lead to more hardscaping, increased run off and loss of green space overall. This is counter to decades of Baltimore City's sustainability planning and this is counter to the City's Comprehensive Plan.

2- Creates incentives for ill-conceived additions and "tear downs" that destroy the character and desirability of neighborhoods. Will there be any enforceable design standards that apply to new construction and additions? There is no evidence of that in the proposed legislation. With the exception of properties in CHAP Baltimore City Historic Districts, property owners need not follow any particular design standards. This legislation will allow property owners to cover more lot area and further reduce green space. The resulting additions and new construction could be in visual conflict with existing communities. No one will review the visual impact. There will be no recourse for bad design.

3- Does not address the additional housing and building permit and inspection staffing requirements. There will be more construction activity that requires

additional monitoring and additional City attorneys when legal action is needed.

4- There is no fiscal analysis or data to support this legislation. It does not address fiscal implications for the future, including potential increases to the City budget.

5- Does not address overall environmental impacts resulting from increased density.

In conclusion, we strongly **OPPOSE Bill #25-0064**. This bill represents top down decision making that imposes upon the people of Baltimore City. It is one bill in a package of bills that, when combined, constitute an experiment that could be detrimental to Baltimore's neighborhoods. Bill #25-0064 contradicts the thoughtful years long effort that went into the recently updated Zoning Code of several years ago. Baltimoreans did not vote for this and expect better of their City government.

Respectfully,

Kathleen and Michael Kotarba

3021 Iona Terrace

Baltimore MD 21214

Leva, Anthony F (City Council)

From: ahinz61@everyactioncustom.com on behalf of Andrew Hinz <ahinz61@everyactioncustom.com>
Sent: Saturday, September 6, 2025 6:07 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Andrew Hinz
1427 Park Ave Baltimore, MD 21217-4231
ahinz61@outlook.com

Leva, Anthony F (City Council)

From: weberse2@everyactioncustom.com on behalf of Sarah Weber <weberse2@everyactioncustom.com>
Sent: Saturday, September 6, 2025 4:22 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

Less parking lots, more green space, more SAFETY.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms. Sarah Weber
141 N Kenwood Ave Baltimore, MD 21224-1244 weberse2@gmail.com

Leva, Anthony F (City Council)

From: Gabriel Kroiz <kroizarch@gmail.com>
Sent: Saturday, September 6, 2025 2:41 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065 Inbox

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Dear Council,
Please consider my testimony regarding CB #25-0062, CB #25-0064, CB #25-0065:

For Baltimore to grow, it must be a city that accommodates young families. #25-0062 will enable more diverse building designs in Baltimore City that can more easily accommodate multiple bedrooms for families and feature more windows, leading to improved cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates the present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with the construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Gabriel Kroiz

2213 Winterling Court | Baltimore, MD 21231
410.499.7571 | kroizarch@gmail.com

Leva, Anthony F (City Council)

From: renejcardona27@everyactioncustom.com on behalf of Rene Cardona <renejcardona27@everyactioncustom.com>
Sent: Saturday, September 6, 2025 2:26 PM
To: Testimony
Subject: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,
Sir Rene Cardona
1832 Gough St Baltimore, MD 21231-2610
renejcardona27@gmail.com
(228) 239-7197

Leva, Anthony F (City Council)

From: natsbar@everyactioncustom.com on behalf of Nathan Sbar
<natsbar@everyactioncustom.com>
Sent: Friday, September 5, 2025 9:22 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

I know that the following message is a form letter, but I do sincerely approve the message. I believe that a city should be a city. Baltimore will never thrive if we can only imagine suburbs then try to force our city into that straightjacket of a development pattern. Allowing for developers in a city to build outside of the suburban pattern is necessary, even if not sufficient, to leading Baltimore to prosperity. The rest is the form letter part:

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Nathan Sbar
1736 Patapsco St Baltimore, MD 21230-4824 natsbar@pm.me

Leva, Anthony F (City Council)

From: JBeall0114@everyactioncustom.com on behalf of Jaden Beall <JBeall0114@everyactioncustom.com>
Sent: Friday, September 5, 2025 1:48 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Jaden Beall
2203 Guilford Ave Baltimore, MD 21218-5816 JBeall0114@mail.com

Leva, Anthony F (City Council)

From: dhbjorndalen@everyactioncustom.com on behalf of David Bjorndalen
<dhbjorndalen@everyactioncustom.com>
Sent: Friday, September 5, 2025 1:45 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
David Bjorndalen
710 S Beechfield Ave Baltimore, MD 21229-4423 dhbjorndalen@gmail.com

Leva, Anthony F (City Council)

From: mel@everyactioncustom.com on behalf of Melanie Scheirer
<mel@everyactioncustom.com>
Sent: Friday, September 5, 2025 1:11 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Melanie Scheirer
1623 W Pratt St Baltimore, MD 21223-2446 mel@mountclare.net

Leva, Anthony F (City Council)

From: cohenrachels@everyactioncustom.com on behalf of Rae Cohen
<cohenrachels@everyactioncustom.com>
Sent: Friday, September 5, 2025 8:05 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Miss Rae Cohen
119 Station North Mews Baltimore, MD 21202-2998 cohenrachels@gmail.com

Leva, Anthony F (City Council)

From: cohenrachels@everyactioncustom.com on behalf of Rae Cohen
<cohenrachels@everyactioncustom.com>
Sent: Friday, September 5, 2025 8:04 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Miss Rae Cohen
119 Station North Mews Baltimore, MD 21202-2998 cohenrachels@gmail.com

Leva, Anthony F (City Council)

From: shoestalk@everyactioncustom.com on behalf of Frank Szustak
<shoestalk@everyactioncustom.com>
Sent: Friday, September 5, 2025 6:40 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Frank Szustak
101 W 23rd St Baltimore, MD 21218-5607
shoestalk@outlook.com

Leva, Anthony F (City Council)

From: arianna.koudounas@everyactioncustom.com on behalf of Arianna Koudounas
<arianna.koudounas@everyactioncustom.com>
Sent: Friday, September 5, 2025 4:00 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms. Arianna Koudounas
2203 Gough St Baltimore, MD 21231-2636
arianna.koudounas@gmail.com

Leva, Anthony F (City Council)

From: murdock_ls@everyactioncustom.com on behalf of Lauren Murdock
<murdock_ls@everyactioncustom.com>
Sent: Thursday, September 4, 2025 2:43 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms Lauren Murdock
3940 Via Lucero Santa Barbara, CA 93110-1669 murdock_ls@hotmail.com

Leva, Anthony F (City Council)

From: jesskell@everyactioncustom.com on behalf of Jessie Keller
<jesskell@everyactioncustom.com>
Sent: Thursday, September 4, 2025 1:50 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms Jessie Keller
3806 Beech Ave Baltimore, MD 21211-2222 jesskell@yahoo.com

Leva, Anthony F (City Council)

From: asadahiro@everyactioncustom.com on behalf of Artie Sadahiro
<asadahiro@everyactioncustom.com>
Sent: Thursday, September 4, 2025 10:15 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Artie Sadahiro
1602 Park Ave # 3R Baltimore, MD 21217-4305 asadahiro@mica.edu

Leva, Anthony F (City Council)

From: mystereogotmono@everyactioncustom.com on behalf of Elyce Bloomfield
<mystereogotmono@everyactioncustom.com>
Sent: Thursday, September 4, 2025 9:38 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms. Elyce Bloomfield
425 Nottingham Rd Baltimore, MD 21229-2439 mystereogotmono@gmail.com

Leva, Anthony F (City Council)

From: morah129@everyactioncustom.com on behalf of Tracy Barnes-Malone <morah129@everyactioncustom.com>
Sent: Thursday, September 4, 2025 9:21 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mrs. Tracy Barnes-Malone
3607 Clifmar Rd Windsor Mill, MD 21244-3114 morah129@gmail.com

Leva, Anthony F (City Council)

From: Ryan Kingsbury <ryankingsbury766@gmail.com>
Sent: Thursday, September 4, 2025 8:35 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Ryan Kingsbury
2 E Wells St Apt 551 Baltimore, MD 21230-4948
ryankingsbury766@gmail.com

Leva, Anthony F (City Council)

From: michael.b.guyiii@everyactioncustom.com on behalf of Michael Guy
<michael.b.guyiii@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 10:52 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr Michael Guy
1315 Winston Ave Baltimore, MD 21239-3414 michael.b.guyiii@gmail.com

Leva, Anthony F (City Council)

From: pessoa.stoner@everyactioncustom.com on behalf of Cecilia Pessoa Gingerich
<pessoa.stoner@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 9:09 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

As my representative, please support these three important bills to improve our city. As the adage about trees goes, the best time to implement was 10 years ago, but the second-best time is today. These bills, especially the removal of parking minimums, make me excited to envision the Baltimore of 10 years from now!

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Cecilia Pessoa Gingerich
2105 Liberty Heights Ave Baltimore, MD 21217-2027 pessoa.stoner@gmail.com

Leva, Anthony F (City Council)

From: gtherk@everyactioncustom.com on behalf of Gary Therkildsen
<gtherk@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 5:52 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Gary Therkildsen
2439 E North Ave Baltimore, MD 21213-1517 gtherk@gmail.com

Leva, Anthony F (City Council)

From: kroizarch@everyactioncustom.com on behalf of Gabriel Kroiz
<kroizarch@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 5:39 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Gabriel Kroiz
251 W Lafayette Ave Baltimore, MD 21217-4217 kroizarch@gmail.com

Leva, Anthony F (City Council)

From: kroizarch@everyactioncustom.com on behalf of Gabriel Kroiz
<kroizarch@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 5:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

One of the largest costs associated with construction of new housing is parking. The city's remaining parking minimums are arbitrary and force up the cost of housing for everyone living in a building, even if they choose not to own a car. Devoting too much space to parking also degrades the walkability of neighborhoods, removing potential space for housing and small businesses in favor of car storage. #25-0065 would remove arbitrary parking minimums, and allow a developer or homeowner to determine their parking needs. Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, affordability, and small business climate as a result.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Gabriel Kroiz
251 W Lafayette Ave Baltimore, MD 21217-4217 kroizarch@gmail.com

Leva, Anthony F (City Council)

From: kroizarch@everyactioncustom.com on behalf of Gabriel Kroiz
<kroizarch@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 5:35 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Gabriel Kroiz
251 W Lafayette Ave Baltimore, MD 21217-4217 kroizarch@gmail.com

Leva, Anthony F (City Council)

From: george@everyactioncustom.com on behalf of George Bourozikas
<george@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 1:17 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr George Bourozikas
719 Park Ave Baltimore, MD 21201-4712
george@bourozikas.net

Leva, Anthony F (City Council)

From: nickybainbridge@everyactioncustom.com on behalf of Nicky Meara-Bainbridge
<nickybainbridge@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 12:30 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,

Mr. Nicky Meara-Bainbridge

929 Homestead St Baltimore, MD 21218-3607 nickybainbridge@gmail.com

Leva, Anthony F (City Council)

From: Brian Line <brian.a.line@gmail.com>
Sent: Wednesday, September 3, 2025 12:00 PM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Council President Zeke Cohen,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Brian Line
2917 Guilford Ave Baltimore, MD 21218-4116
brian.a.line@gmail.com

----- Forwarded message -----

From: **Cohen, Zeke (City Council)** <Zeke.Cohen@baltimorecity.gov>
Date: Wed, Sep 3, 2025 at 10:11 AM
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065
To: brian.a.line@gmail.com <brian.a.line@gmail.com>

Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to testimony@baltimorecity.gov.

Thank you,
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen
Baltimore City Council
100 Holliday Street, Room 400
Baltimore, MD 21202
Office: (410) 396-4804

From: brian.a.line@everyactionadvocacy.com <brian.a.line@everyactionadvocacy.com> on behalf of Brian Line
<brian.a.line@everyactionadvocacy.com>

Sent: Wednesday, September 3, 2025 8:32 AM

To: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>

Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Council President Zeke Cohen,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

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All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass

Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,

Mr. Brian Line

2917 Guilford Ave Baltimore, MD 21218-4116

brian.a.line@gmail.com

Leva, Anthony F (City Council)

From: Andrew Waldman <andrew.r.waldman@gmail.com>
Sent: Wednesday, September 3, 2025 11:46 AM
To: Testimony
Subject: Please record my SUPPORT for Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

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I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

I am very supportive of moving our housing policies beyond the stagnation they have suffered at the hands of the feckless leadership of Baltimore's past. We cannot afford to let our city's housing policies fester in a toxic soup of outdated thinking. There is nothing holding us back from doing this now, and we must do so. We will be left behind if we do not find ways to make housing more available to more people who want to live in Baltimore.

All three of these bills are consistent with goals outlined in the city's recently adopted comprehensive plan, and will work to make Baltimore a more affordable, walkable, and family-friendly place to call home.

I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Mr. Andrew Waldman
2635 Hampden Ave Baltimore, MD 21211-3107
andrew.r.waldman@gmail.com

Leva, Anthony F (City Council)

From: melissafreilich@everyactioncustom.com on behalf of Melissa Freilich
<melissafreilich@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 11:45 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear City Council Testimony,

I am writing in support of Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

I'm a young professional and parent planning to spend my life in Baltimore, and I want Baltimore to thrive. In order for Baltimore to grow, it must be a city that accommodates young families. #25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms for families and allow for more windows in and better cross-ventilation of apartments.

Much of our built environment in Baltimore pre-dates present bulk and yard requirements. Adjusting those requirements, as #25-0064 seeks to do, will also further a diversity of building types in the city, allowing us to build both larger and smaller kinds of homes and enabling more people of different incomes and needs to live in more neighborhoods.

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Ms. Melissa Freilich
400 W 28th St Baltimore, MD 21211-3026
melissafreilich@gmail.com

Leva, Anthony F (City Council)

From: Blake Barnett <blakebarnett43@gmail.com>
Sent: Wednesday, September 3, 2025 10:19 AM
To: Testimony
Subject: Support for Bills #25-0062, #25-0064, and #25-0065.

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Dr Blake Barnett
1201 Berry St Baltimore, MD 21211-1994
blakebarnett43@gmail.com

Leva, Anthony F (City Council)

From: PSINNIS@everyactioncustom.com on behalf of Photini Sinnis
<PSINNIS@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 8:39 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I encourage the Land Use and Transportation Committee to vote favorably, and for the full council to pass Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

Sincerely,
Dr. Photini Sinnis
719 Park Ave Apt 1 Baltimore, MD 21201-4712 PSINNIS@JHSPH.EDU

Leva, Anthony F (City Council)

From: Kathleen Kotarba <kathleenkotarba@icloud.com>
Sent: Thursday, July 31, 2025 11:29 AM
To: Testimony
Cc: Mike Kotarba
Subject: Fwd: Oppose City Council Bills #25-0064, #25-0065 and #25-0066

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Please add our testimony below to the legislative files for each bill: #25-0064, #25-0065 and #25-0066. We oppose each bill. Thank you very much!

Kathleen and Mike Kotarba

From: Kathleen Kotarba <kathleenkotarba@icloud.com>
Date: July 31, 2025 at 10:57:42 AM EDT
To: Zeke.Cohen@baltimorecity.gov
Subject: **Oppose City Council Bills #25-0064, #25-0065 and #25-0066**

Dear Honorable Council President Cohen-

Please add our letter (below) to the legislative files for each bill. We checked on legistar and the letters are not yet included. Agency hearings are now proceeding and we want our comments to appear in the record.

Thank you very much.

Kathleen and Michael Kotarba
3021 Iona Terrace
Baltimore MD
21214

Dear Honorable Council President
Cohen:

Re: **Oppose** City Council Bills #25-0064, #25-0065 and #25-0066

As Baltimore residents and homeowners for over four decades, we **strongly oppose** City

Council Bills #25-0064, #25-0065 and #25-0066. Please include this letter separately in the legislative record for each bill and consider our comments during the legislative process.

Baltimore's citizens are already well served by the recently updated Zoning Code. Homeowners have invested in Baltimore and depend upon residential zoning that protects their neighborhoods. Citizens and communities already count on zoning that:

- 1- encourages owner occupancy and long term commitment,
- 2- discourages institutional and absentee investors,
- 3- provides a reliable and stable tax base.

The three bills in question fail to address the following related concerns:

1- Treats all neighborhoods as though they have the same characteristics and needs. They do not.

2- Creates incentives for "tear downs" that destroy the character and desirability of neighborhoods.

3- Does not address the additional infrastructure requirements of producing additional multi family housing. These include road maintenance and traffic improvements, adequate parking, public transportation needs and funding, public utilities, fire and police services, and water/storm water services.

4- Does not address the additional housing and building inspection staffing requirements. Additional housing units will require additional monitoring and additional City attorneys when legal action is needed.

5- Does not address additional sanitation services.

6- There is no fiscal analysis or data to support this legislation. Does not address fiscal implications for the future, including potential increases to the City budget.

7- Does not address environmental impacts resulting from increased density.

8- Does not address potential difficulty in contacting absentee owners and insuring their accountability when something goes wrong. (Homeowners are typically onsite).

9- If all three bills become law there will be a layering effect. The resulting impacts are unknown and not addressed in the legislation.

In conclusion, these bills represent top down decision making that imposes upon the people of Baltimore. The package of bills, and their combined impact, is an experiment. Baltimoreans did not vote for this and expect better of their elected officials.

Respectfully,

Kathleen and Michael Kotarba

3021 Iona Terrace

Leva, Anthony F (City Council)

From: Michael Kotarba <kmkotarba@comcast.net>
Sent: Tuesday, November 26, 2024 10:40 AM
To: Testimony
Cc: Michael Kotarba; Kathleen Kotarba
Subject: FW: Harford Road Overlay - OPPOSED - Michael and Kathleen Kotarba

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November 25, 2024
The Honorable President and Members
Of the Baltimore City Council
Attn: Natawna B. Austin, Executive Secretary
Room 409, City Hall, 100 N. Holliday Street
Baltimore, Maryland 21202

Dear Honorable President and City Council Members:

Re: City Council Bill 24-0544 – Zoning – Harford Road Overlay District – **OPPOSE**

We are homeowners who have lived in the Arcadia neighborhood for over 42 years. We treasure our community, as well as the adjacent Harford Road commercial corridor. During the last four decades we have seen its vitality improve and we have welcomed many new neighbors. We add our voices to those of the many (and growing) voices who are **OPPOSED** to this legislation.

The property owners along the Harford Road Corridor and in the adjacent neighborhoods can plan for the future from a position of strength. We already offer great diversity, variety and opportunity to residents and businesses. There is significant existing character of design, as well as a long and rich history to share. Successful businesses and home ownership are our current assets. The area is not a blank slate in need of a broad-brush “do over.”

We know that you have received an outpouring of **OPPOSITION**, so we will be succinct in our reasons to **OPPOSE**. They are as follows:

1. **Property Owner Notification and Community Involvement** – In reviewing the records for this legislation we did not see evidence of notifying the individual property owners of the proposed material changes affecting them. (All properties within the “blue” boundaries on the map). Isn’t this a standard courtesy, if not a requirement of City statute? The proposed legislation favors theoretical

developers of speculative high density housing over the current property owners. Are the tax-paying current owners even aware of this legislation? They have the right to be notified.

2. **The legislation is unclear and incomplete** – What are the applicable and existing circumstances that justify the proposed high density and taller development along the entire corridor, including intrusions into the residential side streets? What is the problem to be solved and is this the best way to solve it? Case in point: There are two recent Harford Road developments that are higher density, taller residential structures. Since the current Zoning did not prevent their construction, what is the problem we need to solve?

The legislation and the presentation (found online) do not include visual design studies, graphics of potential building heights and massing, traffic studies (current and projected), real estate market studies and other data essential to foster good decision making. At the least, the legislation should be tabled and perhaps revisited at a time when the necessary visuals and data become available.

3. **Lack of Design Planning and Guidelines** – Other than the overlay map, there is no visual content associated with the legislation. There is no content indicating that there will be a design review process or guidelines for existing and new construction along the corridor. The proposed zoning changes support dense, taller construction that is out of character with the historic development pattern of Harford Road. Currently, we have a variety of designs from different time periods, offering different sizes and spaces. In the future, we may have tall, dense construction that fills existing land parcels to the maximum. What would that look like and is that what we want? Also, in the future the community may see developers assemble blocks of buildings to build even larger characterless structures. We need to see a complete vision of the future, not an opportunistic one without design considerations.
4. **No Plan for Green Spaces** – There is no content, requirement or guidelines for green space. Additional trees and green spaces are a long-desired goal of the City and its residents. Why isn't tree planting, landscaping, etc. a required element of new dense, tall development? It should be.
5. **Failure to address Equity Needs** – There is no content in the legislation to address the mobility needs of the elderly and disabled. Not everyone will be able to walk, bike or take mass transit to establishments along the Harford Road Corridor. Instead, the legislation eliminates parking requirements and curb cuts. As a community we are all responsible for providing complete access to public spaces, including for those who rely on the automobile for mobility. We want our community to be welcoming and available to all!

In closing, we respectfully ask that you **OPPOSE** for the reasons stated above, and for those stated in the testimony included in the City Council's records for the legislation. Thank you for your consideration.

Michael and Kathleen Kotarba
Arcadia Community Residents

Leva, Anthony F (City Council)

From: Daniel Wilson <ds.wilson82@gmail.com>
Sent: Tuesday, August 26, 2025 3:22 PM
To: Brandon M Scott; Cohen, Zeke (City Council); Conway, Mark (City Council); Tiso, Eric (DOP); Testimony
Subject: City Council Bill #25-0064/Zoning---Bulk and Yard Requirements—Amendments (Citywide)

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Dear Sirs:

We should be encouraging builders to go up, not out. Too much of our cityscape is already built upon or paved over. Making this problem worse adds to flash-flooding risk and harbor pollution due to rapid rain run-off.

Who is asking for this change? I fear the influence of out-of-town (Wall Street) investors who create more non-owner occupied housing and airbnb's, resulting in the weakening of our community bonds.

Please oppose the reduction of setbacks.

Regards,
Daniel S. Wilson
6302 Boxwood Rd,
Baltimore City, MD 21212