



## MEMORANDUM

**To:** Nick J. Mosby, President, Baltimore City Council

**From:** Peter Little, Executive Director

**Date:** February 9, 2024

**Subject:** City Council Bill 23-0468

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I am herein reporting on City Council Bill 23-0468 (the "Bill") introduced by Councilmembers Dorsey, Conway, Schleifer, Ramos, Burnett, Cohen, Bullock, and Porter.

The purpose of this bill is to eliminate off-street parking minimum requirements for a residential project that is subject to inclusionary housing requirements.

The Parking Authority of Baltimore City (PABC) has reviewed the proposed legislation. This city-wide legislation would remove the parking minimums for certain affordable dwelling unit developments that contains 20 or more dwelling units, receives a major public subsidy, and offers at least 5% of the dwelling units as affordable to low-income households as defined in Article 13 §2-21. Currently, affordable dwelling unit developments are required to provide 1 parking space for every 2 affordable dwelling units. The objective of this proposal to provide more affordable dwelling units in Baltimore is laudable and important but may have impacts that are not fully understood. Reviews of the parking standards should be conducted and can often identify needed modifications to the parking standards.

PABC staff conducted a sample survey of several multi-family affordable dwelling unit developments that were built in Baltimore City over the past decade. The developments were constructed with on-site parking at or near the minimum parking standard except for one development where parking was provided at the market rate minimum level of parking which is 1 parking space per dwelling unit. Average parking demand, though less than the current minimum requirement, is still present at a rate of about 1 parking space per 4 dwelling units. On-street parking was also available to some extent, but likely not to the full extent and would provide challenges to residents of the affordable dwelling

unit developments as well as the surrounding neighborhoods. The on-street parking would be inconvenient for some and unusable for others, especially for those with disabilities.

Passage of this bill could have moderate to high fiscal impact on PABC programs based on the current patterns of car ownership and usage observed at current affordable dwelling unit developments. The legislation, as drafted, would likely expand the impacts as described in the inclusive housing provisions where developments containing as few as 5% of dwelling units being considered affordable would not be subject to the minimum parking requirements. The PABC and City could be looked to remedy any shortfall through the provision of on-street parking restrictions or even off-street parking facilities. The cost would be variable but could be moderate to high.

In light of these concerns, the PABC recommends the following revision to the bill.

OFF-STREET PARKING IS ~~NOT~~ REQUIRED AT A MINIMUM RATE OF 1 PARKING SPACE PER 4 AFFORDABLE DWELLING UNITS FOR A RESIDENTIAL PROJECT THAT IS SUBJECT TO THE INCLUSIONARY REQUIREMENTS UNDER § 2B-21 {"INCLUSIONARY REQUIREMENTS"} OF ARTICLE 13 OF THIS CODE.

Based on the comments above, the PABC respectfully requests a favorable with amendment report for City Council Bill 23-0468.