



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Peter Little, Executive Director, Parking Authority of Baltimore City
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	September 2, 2025
<b>SUBJECT</b>	25-0065 Zoning – Eliminating Off-Street Parking Requirements

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**Position: Favorable**

**BILL SYNOPSIS**

City Council Bill 25-0065 is for the purpose of repealing requirements for providing a minimum number of off-street parking spaces per use type; setting certain parking maximums; and correcting, clarifying, and conforming related provisions and tables.

**SUMMARY OF POSITION**

The City of Baltimore and its parking standards have been transitioning over the past decade. In 2017, Transform, the City's initiative to update the zoning code included parking changes. These reforms included removing the parking minimums in the C-5 zoning district and related C-5 zoning districts (chiefly downtown), in C-1 zoning districts (neighborhood business district) and lowering it in C-2 zoning districts (community commercial district). These changes acknowledged the conditions of these zoning districts where in the former zoning district (C-5) the area is rich in off-street parking resources, is walkable and there are a multitude of other transportation options including bus, light rail, heavy rail (subway, commuter rail) and a more robust bicycle route network. In the latter zoning districts (C-1 & C-2) the residents/customers live closer to the uses and walking and biking are more practical and likely forms of conveyance and access. Subsequently, the City has further reformed the parking standards in 2024 by allowing inclusionary housing where developments with 20 or more units that meet that definition do not have to provide off-street parking. Most recently in early 2025, the City has exempted developments with up to 3 dwelling units from providing off-street parking.

The Parking Authority of Baltimore City (PABC) is supportive of this thoughtful, balanced and incremental approach to parking reform. We believe it should continue because it is in line with the City's Comprehensive Plan which was adopted in 2024 in the areas of Environmental and Climate Goal 2 (2.10); Transportation Equity Goal 2 (2.04); and Trees and Forest Goal 2 (2.07). All of these point the city toward a future that is greener, cleaner and more sustainable by reducing or eliminating parking minimums. Further, the PABC conducted a limited parking survey of affordable housing developments in 2022 covering developments built over the prior decade. All the projects had overbuilt the on-site parking by at least double, confirming the

current parking minimums are not always a helpful standard.

### **FISCAL IMPACT**

It is expected that, if the proposed amendment is approved, there will be increased demand for Residential Permit Parking (RPP). The costs of expansion of RPP programs is likely to be offset by additional RPP permit fees. Therefore, we expect there will be minimal to no fiscal impact.

### **AMENDMENTS**

Based on the comments above, the PABC respectfully requests a favorable report on City Council Bill 25-0065.