



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

10/16/2025

10:00 AM

CLARENCE "DU" BURNS COUNCIL CHAMBERS

Bill: 25-0065

***Title: Zoning – Eliminating Off-Street Parking
Requirements***

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Meeting: Bill Hearing
Committee: Land Use & Transportation
Bill # 25-0065

Title: Zoning – Eliminating Off-Street Parking Requirements

Purpose: 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.

REPORTING AGENCIES

Agency	Report
Dept of Housing & Community Development	Favorable
Small & Minority Business Advocacy & Development	Favorable
Baltimore Development Corporation	Favorable
Planning Commission	Favorable
Parking Authority	Not Received
Dept of Transportation	Favorable
Dept of Finance	Defers to Parking Authority
Dept of Law	Approved for form & sufficiency

BACKGROUND

Bill Summary

This bill, if enacted, would repeal the requirements for providing mandatory off-street parking in various zoning districts. For example, this bill would remove in its entirety subtitle 6 of title 16 of the zoning code, which mandated where off-street parking was required. It would also remove Table 16-406, which computed the required number of off-street parking spaces needed (these are the requirements that the bill is repealing). For example:

- A banquet hall would need 1 space per 10 persons of fire-rated capacity
- A car wash would need 2 spaces per service bay
- A driving range would need 1.5 spaces per tee stand
- A dwelling would need 1 space per unit
- A golf course would need 3 spaces per hole
- A government facility would need 1 space per 1,000 sq ft of office & public use space in addition to one space per government vehicle kept on premises.

In its report, the Baltimore Development Corporation notes that these requirements can hurt development by driving up the cost of construction and using land that in an urban setting could be better used for something other than vehicle storage. The BDC report cites the example of a developer who recently decided to cancel the retail portion of a new development due to the need for off-street parking and its associated cost.

In place of the minimum parking, this bill would enforce maximum parking requirements (Table 16-204). That is the maximum number of off-street parking spaces that a particular commercial or residential development could have. For instance:

- 2 spaces per 1,000 sq ft for a Retail Goods Establishment
- 2 spaces per 1,000 sq ft for a Tavern
- For a Place of Worship - 2 per 4 persons of fire-rated capacity of the main sanctuary; or, for places of worship whose worshipers are required to walk to worship because of a religious tenet, 2 per 8 persons of fire-rated capacity + 2 or more additional spaces as required by this code for other uses on the site.
- 6 spaces per hole for a golf course.

This change would be a substantial shift in the zoning code – removing the minimums and enforcing maximums (which in some cases, such as Car Washes, are the same as the previous minimum – 2 spaces per bay) will reduce the cost of construction and development. In residential areas, it may also lead to increased competition for street parking. This would be balanced against decreased cost for housing prices and for commercial spaces, which could be reflected in rent or the cost of goods.

The Department of Finance noted in their analysis that removing the parking minimums works toward three of the goals of the “Maryland Housing Needs Assessment” from the State’s Department of Housing & Community Development, namely, to reduce or eliminate parking requirements, remove barriers in rezoning processes, and enact zoning changes to allow or expand for higher density residential development. The Mayor’s Office of Small & Minority Business Advocacy & Development believes that removing the parking minimums will encourage the redevelopment of more spaces in the City, and emphasizes that this will encourage new businesses and residents in the City. They cite the example of Salisbury, MD, as a positive implementation of the repeal of parking minimums.

The Planning Department in its report cites that 27% of Baltimore homes do not own a private vehicle and would thus be reliant on public transportation, though if they purchase or rent a new or converted home in the City, the need to provide off-street parking would affect them, though they draw no benefit from the current parking minimums. The Planning Department notes that the change to the parking maximums would encourage market forces to determine where off street parking would be most beneficial

Amendments

The sponsor, Councilmember Blanchard, is also offering an amendment to this bill, which would strike section 16-204 of the bill and clarify when the parking maximums may be exceeded. For instance, if a property had preexisting off-street parking and it was changed to a new use. So if a Tavern (2 spaces per 1,000 sq ft) was converted to an Art Studio (2 spaces per 2,000 sq ft), the additional spaces on a 2,000 sq ft property would be permissible. It also notes that nothing in the title prevents a developer from building an off-street parking or loading facility, provided it is done in accordance with the code.

Public Testimony

The committee has received numerous pieces of testimony (see bill file for materials) – the majority of which has been in support of this bill. Two community organizations have noted their opposition, indicating that they believe their communities would not be able to deal with the influx of additional cars parking on the street if parking minimums are repealed. One of the organizations notes that community members feel that they already have difficulties in parking their vehicles because of converted multifamily dwellings, group homes, assisted living facilities, and others who have their tenants, patients, guests, or customers parking on the street.

ADDITIONAL INFORMATION

Fiscal Note:

The Department of Finance, in its analysis, noted that with the number of parking variances granted, most were not tied to new developments, and with a limited data set, it was not possible to determine the exact impact of repealing the parking minimums.

Information Source(s):

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

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CITY OF BALTIMORE
COUNCIL BILL 25-0065
(First Reader)

Introduced by: Councilmember Blanchard

Cosponsored by: President Cohen and Councilmembers Dorsey and Gray

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 Transportation, Parking Authority of Baltimore City, Planning Commission, Baltimore Development Corporation, Mayor's Office of Small and Minority Business Advocacy and Development, Department of Housing and Community Development

A BILL ENTITLED

1 AN ORDINANCE concerning

2 **Zoning – Eliminating Off-Street Parking Requirements**

3 FOR the purpose of repealing requirements for providing a minimum number of off-street parking
4 spaces per use type; setting certain parking maximums; and correcting, clarifying, and
5 conforming related provisions and tables.

6 BY repealing and re-ordaining, with amendments,

7 Article 32 - Zoning

8 Sections 16-101, 16-206 to 16-208, 16-302, 16-401(b), 16-403(b), and 16-406(a)

9 Baltimore City Code

10 (Edition 2000)

11 BY repealing

12 Article 32 - Zoning

13 Sections 16-201 to 16-205, 16-401(e), 16-404(c), 16-501, 16-502, the subtitle designation,

14 “Subtitle 6. Required Off-street Parking”, Sections 16-601, 16-602, 16-705(e), and

15 Table 16-406

16 Baltimore City Code

17 (Edition 2000)

18 BY renumbering

19 Article 32 - Zoning

20 Sections 16-206 to 16-208 and 16-505

21 To be

22 New Sections 16-201 to 16-203 and 16-501

23 Baltimore City Code

24 (Edition 2000)

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

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1 BY adding
2 Article 32 - Zoning
3 Section 16-204 and Table 16-204
4 Baltimore City Code
5 (Edition 2000)

6 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That
7 Sections 16-206 to 16-208 and 16-505, respectively, of Article 32 - Zoning of the Baltimore City
8 Code be renumbered to be new Sections 16-201 to 16-203 and 16-501, respectively.

9 **SECTION 2. AND BE IT FURTHER ORDAINED,** That the Laws of Baltimore City read as
10 follows:

11 **Baltimore City Code**

12 **Article 32. Zoning**

13 **Title 16. Off-Street Parking and Loading**

14 **Subtitle 1. Purpose of Title**

15 **§ 16-101. Purpose.**

16 The off-street parking and loading regulations of this title are intended to:

- 17 (1) provide accessible, attractive, secure, and well-maintained off-street parking and
18 loading [areas with the appropriate number of spaces in proportion to the needs of the
19 proposed use;] AREAS; AND
- 20 (2) increase public safety by reducing congestion of public streets;
- 21 (3) encourage the use of alternative modes of transportation where appropriate; and
- 22 (4) ensure that parking requirements are tailored to maintain pedestrian environments
23 and sensitive to the urban fabric of the City.

24 **Subtitle 2. General Applicability**

25 **[§ 16-201. Existing off-street parking facilities.]**

26 [(a) *No reduction below requirements.*]

27 [The number of existing off-street parking and loading spaces may not be reduced below
28 the requirements of this title. If the number of those existing spaces is already less than
29 the requirements of this title, it may not be further reduced.]

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1 [(b) *Transition rules.*]

2 [If a building permit was lawfully issued before June 5, 2017, and if construction began
3 within 180 days of the permit's issuance, off-street parking and loading spaces must be
4 provided in the amount required for the issuance of that building permit, regardless of the
5 requirements of this title.]

6 **[§ 16-202. Damage or destruction.]**

7 [If a structure is reconstructed or repaired after being damaged or destroyed, off-street
8 parking and loading facilities may be restored or maintained in an amount equivalent to that
9 at the time of the damage or destruction. However, it is not necessary to restore or maintain
10 parking and loading facilities in excess of the applicable requirements of this title.]

11 **[§ 16-203. Additions or expansions to existing structures.]**

12 [(a) *Parking spaces req'd for increased intensity.*]

13 [If a structure is increased through the addition of a dwelling unit, floor area, seating
14 capacity, or other unit of measurement, off-street parking spaces must be provided for
15 that increased intensity, as required by this title.]

16 [(b) *Limited exception for preexisting non-residential uses.*]

17 [However, a non-residential use that was lawfully established before the June 5, 2017,
18 does not need to provide additional off-street parking for that increase until the aggregate
19 increase in units of measurement equals 10% or more of the units of measurement
20 existing on June 5, 2017. Once that level of increase has been reached, however,
21 off-street parking facilities must be provided, as required by this title, for the total
22 increase.]

23 **[§ 16-204. Change in use.]**

24 [If a structure or land changes to a new use, the new use must provide the amount of parking
25 and loading spaces required by this title.]

26 **[§ 16-205. Provision of additional spaces and parking maximums.]**

27 [Nothing in this title prevents the voluntary establishment of additional off-street parking or
28 loading facilities. However, in no case may off-street parking be provided in excess of double
29 the requirements of this Code, except for detached and semi-detached dwellings to which no
30 maximum applies or no parking is required. All regulations governing the location, design,
31 and control of these facilities must be in accordance with this title.]

32 **§ 16-201. [§ 16-206.] Prohibited uses of off-street parking and loading spaces.**

33 (a) *Other than for motor vehicles, bicycles.*

34 All off-street parking spaces [required by this title] may only be used for the parking of
35 motor vehicles and bicycles.

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1 [(b) *Storing vehicles for sales or hire.*]

2 [In no event may required parking spaces be used for the temporary or permanent storage
3 of vehicles for sale or hire.]

4 (B) [(c)] *Vehicle repair or service.*

5 No motor vehicle repair work or service of any kind, except emergency repair service, is
6 permitted in any off-street parking space.

7 [(d) *Using space allocated to loading space to meet req't for parking space or vice-versa.*]

8 [No space allocated to an off-street loading space may be used to satisfy the requirement
9 for an off-street parking space or access aisle, or portion of either. Conversely, the area
10 allocated to an off-street parking space may not be used to satisfy the requirement for an
11 off-street loading space or portion of a space.]

12 **§ 16-202. [§ 16-207.] Computation of [off-street] BICYCLE parking [requirements.] AND**
13 **LOADING FACILITIES.**

14 (a) *In general.*

15 The total number of required [parking, loading,] LOADING and bicycle spaces is based on
16 the requirements for the use of the lot. However, if a lot contains more than 1 use, the
17 number of required spaces is the sum of the separate requirements for each use. All
18 [off-street parking] REQUIRED facilities must be completed before occupancy of the
19 structure.

20 (b) *Computation standards.*

21 (1) In computing the number of [off-street parking, loading,] LOADING or bicycle spaces
22 required by this title, the following standards of computation apply.

23 (2) A fraction of less than one-half may be disregarded, and a fraction of one-half or more
24 is counted as 1 [parking or] loading space.

25 (3) In places of assembly in which patrons or spectators occupy benches, pews or similar
26 seating facilities, each 24 inches of the seating facility is counted as 1 seat for the
27 purpose of determining the requirement for off-street [parking facilities.] LOADING
28 AND BICYCLE SPACES. Floor area of a prayer hall is counted as one 1 seat per marked
29 prayer mat space or, if prayer mat spaces are not marked, 1 seat for every 5 square feet
30 in the prayer hall.

31 (4) Except as otherwise specified, [parking or] loading OR BICYCLE spaces required on an
32 employee basis is based on the maximum number of employees normally present on
33 the premises at any one time. If the determination of the number of parking spaces is
34 based on the number of employees, the owner and the manager are EACH counted as
35 AN employee.

§ 16-203. [§ 16-208.] Accessible parking requirements.

With the exception of single-family, detached and semi-detached, dwellings and rowhouse dwellings, in all off-street parking facilities where parking is provided for employees, visitors, or both, accessible parking spaces must be provided. The [number of] accessible parking spaces [must be included in the total number of required parking spaces and must be] SHALL BE in accordance with the applicable requirements of the Maryland Accessibility Code, AS SET FORTH IN COMAR 09.12.53, and all other governing codes and applicable laws. These spaces must comply with the design standards in the Maryland Accessibility Code. These spaces must be identified by a sign and pavement markings indicating parking for the disabled only.

§ 16-204. PARKING MAXIMUMS.

NOTHING IN THIS TITLE PREVENTS THE VOLUNTARY ESTABLISHMENT OF ADDITIONAL OFF-STREET PARKING OR LOADING FACILITIES. HOWEVER, IN NO CASE MAY OFF-STREET PARKING BE PROVIDED IN EXCESS OF THE LIMITS SET IN TABLE 16-204 OF THIS CODE, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS TO WHICH NO MAXIMUM APPLIES. ALL REGULATIONS GOVERNING THE LOCATION, DESIGN, AND CONTROL OF THESE FACILITIES SHALL BE IN ACCORDANCE WITH THIS TITLE.

Subtitle 3. Construction of Facilities

§ 16-302. Time of completion.

[Off-street] BICYCLE parking and loading facilities required by this title [must] SHALL be completed before issuance of a use permit for the use these facilities serve.

Subtitle 4. Design of Off-Street Parking Facilities

§ 16-401. Location of off-street parking.

(b) *[Front yard prohibited in certain commercial districts.] YARD AND BUILDING LINE RESTRICTIONS.*

(1) *RESIDENTIAL DISTRICTS.*

IN ALL DETACHED AND SEMI-DETACHED ZONING DISTRICTS IDENTIFIED IN § 6-203 {“DETACHED AND SEMI-DETACHED RESIDENTIAL DISTRICTS”} AND IN THE R-5, R-6, R-7, AND R-8 ZONING DISTRICTS, OFF-STREET PARKING IS PROHIBITED IN THE REQUIRED FRONT OR CORNER YARD AND FORWARD OF THE FRONT BUILDING LINE.

(2) *COMMERCIAL DISTRICTS.*

In the C-1, C-1-E, C-1-VC, and C-2 Districts, off-street parking is prohibited in front of the front building line.

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1 [(e) *PC Subdistricts.*]

2 [In a PC Subdistrict, off-street parking may be located off-site as long as the required
3 parking facilities are located in that or any other PC Subdistrict.]

4 § 16-403. Access.

5 (b) *Access to be from street, alley, driveway, or easement.*

6 All [required] off-street parking facilities must have vehicular access from a street, an
7 alley at least 10 feet wide, a driveway, or cross-access easement connection.

8 § 16-404. Driveways.

9 [(c) *Parking spaces.*]

10 [(1) Single-family detached and semi-detached dwellings and rowhouse dwellings are
11 allowed a paved parking space. This parking space may not be located in the required
12 front or corner-side yard. In addition, no parking space may be located forward of the
13 front building line.]

14 [(2) On lots that comprise less than 1,000 sq. ft., required parking spaces are exclude
15 from the calculation of the impervious surface for the rear yard.]

16 § 16-406. Drive-through facility stacking spaces.

17 (a) *Number required.*

18 Every drive-through facility [must] SHALL provide at least 4 stacking spaces per bay or
19 lane, unless otherwise required by [Table 16-406: Required Off-Street Parking or
20 otherwise by] this Code.

21 Subtitle 5. Permitted Parking Alternatives

22 [§ 16-501. Collective and alternating shared parking.]

23 [(a) *Collective parking.*]

24 [(1) Off-street parking spaces for separate uses may be provided collectively if the
25 aggregate number of spaces provided is not less than the sum of the spaces required in
26 Table 16-501: Collective Parking Calculation. Table 16-501 is applied as provided in
27 this subsection.]

28 [(2) The required number of spaces for each use is calculated according to Table 16-406:
29 Required Off-Street Parking.]

30 [(3) The required number of spaces for each use is then applied to the percentages shown
31 in Table 16-501 for each applicable time frame and the appropriate land use category,
32 to determine the number of required spaces.]

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1 [(4) The number of spaces are added for all land uses within each time frame, and the
2 highest sum total in a time frame is the required number of spaces.]

3 [(b) *Alternately shared parking arrangements.*]

4 [(1) An off-street parking facility may be alternately shared between 2 or more uses, as
5 long as the use of that facility by each user does not occur at the same time.
6 Alternately shared parking arrangements must meet the conditions set forth in this
7 subsection.]

8 [(2) The Zoning Administrator must confirm that the use of the facility by each user does
9 not take place at the same hours during the same days of the week.]

10 [(3) The users of the alternating shared parking arrangement must record an agreement to
11 share the parking facilities, subject to approval by the Zoning Administrator. A copy
12 of the recorded agreement must be submitted to the Zoning Administrator.]

13 [(4) The off-site parking facilities must be located within 600 feet of the lot line of the
14 use or structure served.]

15 [(5) Any subsequent change in ownership or use must require proof that the minimum
16 parking requirements, per this title, have been met for each use. The owner of an
17 existing building or use has 180 days within which to accommodate required
18 off-street parking or to apply for a variance. If the owner is unable to accommodate
19 the parking or apply for a variance, then the use permit is revoked with respect to the
20 use for which the separate parking was required. The use permit will be reinstated
21 when all applicable provisions of this title are complied with. As an alternative to a
22 variance, a new shared parking agreement may be arranged in accordance with this
23 subsection.]

24 [§ 16-502. Land-banked future parking.]

25 [(a) *In general.*]

26 [Land banking allows for designating a portion of land on a site that would be required
27 for parking to be held and preserved as open space, rather than constructed as parking.
28 The Department of Planning may permit land banking of up to 25% of the required
29 parking spaces through the site plan review process, subject to the requirements of this
30 section.]

31 [(b) *Prerequisites.*]

32 [(1) *Reduced current parking needs.*]

33 [The applicant must provide sufficient evidence that supports the reduced parking
34 needs.]

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1 [(2) *Area suitable for future parking.*]

2 [The area proposed for land banking of parking spaces must be an area suitable for
3 parking at a future time.]

4 [(c) *Exclusive use for land-banking.*]

5 [The land-banked area may not be used for any other use and must be part of the same lot
6 and all under the same ownership.]

7 [(d) *Designation on site plan.*]

8 [As part of the site plan review process, the applicant must show the area to be banked on
9 the site plan and marked as “Land-Banked Future Parking”.]

10 [(e) *Conversion to parking spaces.*]

11 [The Zoning Administrator, on the basis of increased parking demand for the use, may
12 require the conversion of all or part of the land-banked area to off-street parking spaces.]

13 [§§ 16-503 to 16-504 {*Reserved*}]

14 **§ 16-501. [§ 16-505.] Cross-access easements.**

15 (a) *Circulation between sites encouraged.*

16 Adjacent commercial uses that possess dedicated parking areas are encouraged to provide
17 a cross-access drive to allow circulation between sites. For new commercial and office
18 uses, a system of joint-use driveways and cross-access easements is encouraged where
19 feasible. Commercial property owners are encouraged to pursue cross-access with
20 neighboring property owners when site plan review is requested. If cross-access will be
21 provided, the Zoning Administrator may require that the property owner provide proof
22 that adjacent property owners have been contacted in writing regarding the provision of
23 cross-access.

24 (b) *Design requirements.*

25 Joint-use driveways and cross-access easements [must] SHALL incorporate the following:

26 (1) a minimum width of 24 feet to ensure 2-way travel aisles to accommodate
27 automobiles, service vehicles and loading vehicles;

28 (2) bump-outs and other design features to make it visually obvious that the abutting
29 properties are tied together; and

30 (3) a unified access and circulation plan for coordinated or shared-parking areas.

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(c) *Easement requirements.*

Property owners who establish cross-access easements under this section [must:] SHALL:

- (1) record an easement that allows cross-access to and from properties served by the joint-use driveways and cross-access easement;
- (2) record an easement to the effect that remaining access rights along the roadway will be dedicated to the City, and that any pre-existing driveways will be closed and eliminated after construction of the joint-use driveway; and
- (3) record a joint maintenance agreement that defines the maintenance responsibilities of each property owner.

[Subtitle 6. Required Off-Street Parking]

[§ 16-601. Exemptions and reductions from requirements.]

[(a) *In general.*]

[The following districts and uses are allowed the following exemptions from the off-street parking requirements of Table 16-406: Required Off-Street Parking. These do not include exemptions from required bicycle parking.]

[(b) *Exemptions within certain districts.*]

[(1) The districts included in this paragraph are exempt from parking requirements:]

[(i) C-1;]

[(ii) C-1-E;]

[(iii) C-1-VC;]

[(iv) C-5;]

[(v) C-5-IH;]

[(vi) C-5-DE;]

[(vii) C-5-HT;]

[(viii) C-5-TO;]

[(ix) C-5-HS;]

[(x) C-5-G;]

[(xi) Harford Road Overlay District;]

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1 [(xii) R-MU Overlay District (non-residential uses); and]

2 [(xiii) D-MU Overlay District (non-residential uses).]

3 [(2) (i) In the PC Subdistricts, the following uses are exempt from the off-street parking
4 requirements of Table 16-406: Required Off-Street Parking:]

5 [(A) open-space uses (except for recreational marinas); and]

6 [(B) commercial uses with a gross floor area of less than 25,000 square feet.]

7 [(ii) The commercial-use exemption applies to any commercial use with a gross floor
8 area of less than 25,000 square feet, even if there are other commercial uses
9 located on the same lot.]

10 [(c) *Square footage exemption for C-2.*]

11 [(1) The first 3,000 square feet of gross floor area for commercial uses in the C-2 District
12 are exempt from the parking requirements of Table 16-406.]

13 [(2) Those commercial uses 3,000 square feet or less in gross floor area located within a
14 multi-tenant configuration (e.g., a shopping center) are not eligible for this
15 exemption and must provide the required parking.]

16 [(d) *Rowhouse dwelling.*]

17 [For a rowhouse dwelling that is placed, constructed, or reconstructed in an existing row
18 of attached or formerly attached rowhouse dwellings, no off-street parking spaces need be
19 provided if any of the following circumstances are met:]

20 [(1) no off-street parking space existed for the previous dwelling;]

21 [(2) the lot adjoins a street that is at least 34 feet wide;]

22 [(3) the lot is less than 85 feet deep; or]

23 [(4) regardless of the depth of the lot or the width of the street, the alley adjoining the
24 dwelling is less than 10 feet wide.]

25 [(e) *Neighborhood commercial establishment.*]

26 [In a neighborhood commercial establishment allowed by this Code, no off-street parking
27 is required for any use of less than 2,500 square feet in gross floor area.]

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1 [(f) *Structures over 50 years old, etc.*]

2 [(1) *In general.*]

3 [Structures over 50 years old or structures that have received an historic tax credit are
4 exempt from the parking requirements, subject to review and approval by the Director
5 of Planning, if they have not historically provided parking and they lack sufficient
6 space on the lot to accommodate parking.]

7 [(2) *Permitting.*]

8 [(i) A parking variance is not required:]

9 [(A) if the Director of Planning grants an exemption to certain parking requires as
10 provided for under paragraph (1) of this subsection; and]

11 [(B) if evidence the exemption is submitted with the permit application.]

12 [(ii) If the exemption is denied by the Director of Planning, a request for a parking
13 variance may be submitted to and, after review, approved by the Board of
14 Municipal and Zoning Appeals.]

15 [(g) *Residential projects subject to inclusionary housing.*]

16 [Off-street parking is not required for a residential project that is subject to the
17 inclusionary requirements under § 2B-21 {"Inclusionary Requirements"} of Article 13 of
18 this Code.]

19 [(h) *Reductions - Affordable housing.*]

20 [(1) No more than 1 parking space need be provided for every 2 dwelling units in
21 dwellings that are erected or rehabilitated subject to a restriction that the units be
22 leased to residents with incomes at or below 60% of the Area Median Income, with
23 that restriction being for a term of not less than 15 years from the date of the
24 issuance of a use permit and recorded in the Land Records of Baltimore City.]

25 [(2) The Housing Commissioner must verify, by letter to the Planning Director and the
26 Zoning Administrator, the recordation, term, and tenor of the restriction.]

27 [(i) *Reductions - Small dwellings.*]

28 [No more than 0.5 parking spaces need be provided for every dwelling unit that is 500
29 square feet or smaller.]

30 [(j) *Reductions - Housing for elderly.*]

31 [For units designed for occupancy by the elderly in a government-assisted private or
32 public housing dwelling, no more than 1 space need be provided for every 4 units.]

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[§ 16-602. Required off-street parking.]

[Compact spaces may be substituted for required parking spaces subject to site plan review and approval. The use of compact spaces does not reduce or increase the amount of parking required by Table 16-406 and this Code.]

Subtitle 7. Required Bicycle Parking

§ 16-705. Required number of bicycle spaces.

[(e) *Motor vehicle parking offset.*]

[(1) For every 8 required bicycle parking spaces that meet the short- or long-term bicycle parking standards, as set forth in Table 16-705 {"Required Bicycle Spaces"}, the motor vehicle parking required by this title may be reduced by 1 space.]

[(2) Existing parking may be converted to take advantage of this provision.]

TABLE 16-204: OFF-STREET PARKING MAXIMUMS

USES	MAXIMUM PARKING SPACES ALLOWED
ADULT USE	6 PER 1,000 SQ. FT. OF GFA
ALTERNATIVE ENERGY SYSTEM	4 PER 1,000 SQ. FT. OF OFFICE AREA
ANIMAL CLINIC	2 PER EXAMINATION ROOM
ART GALLERY	2 PER 1,000 SQ. FT. OF GFA
ARTS STUDIO	2 PER 2,000 SQ. FT. OF STUDIO AREA
ARTS STUDIO: INDUSTRIAL	2 PER 2,000 SQ. FT. OF STUDIO AREA
BAIL BOND ESTABLISHMENT	2 PER 1,000 SQ. FT. OF GFA
BANQUET HALL	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
BOAT MANUFACTURING, REPAIR, AND SALES	2 PER 4 EMPLOYEES ON PEAK SHIFT + 2 PER COMPANY VEHICLE MAINTAINED ON THE PREMISES
BODY ART ESTABLISHMENT	2 PER 1,000 SQ. FT. OF GFA
BROADCASTING STATION (TV OR RADIO)	2 PER 2 EMPLOYEES ON PEAK SHIFT + 2 PER COMPANY VEHICLE MAINTAINED ON THE PREMISES
CARRY-OUT FOOD SHOP	4 PER 1,000 SQ. FT. OF GFA + 6 STACKING SPACES PER DRIVE-THROUGH LANE
CAR WASH	2 PER SERVICE BAY
CEMETERY	4 PER 1,000 SQ. FT. OF OFFICE AREA + 2 PER 4 PERSONS OF FIRE-RATED CAPACITY IN CHAPEL

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USES	MAXIMUM PARKING SPACES ALLOWED
1 CHECK-CASHING ESTABLISHMENT	2 PER 1,000 SQ. FT. OF GFA
2 COMMERCIAL COMPOSTING FACILITY	2 PER EMPLOYEE ON PEAK SHIFT
3 COMMUNITY CENTER	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
4 CONTRACTOR STORAGE YARD	4 PER 1,000 SQ. FT. OF OFFICE AND PUBLIC-USE AREAS
5 CONVENTION CENTER	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
6 COUNTRY CLUB	CUMULATIVE OF VARIOUS USES WITHIN THE DEVELOPMENT (GOLF COURSE, RESTAURANT, ETC.)
7	
8 CULTURAL FACILITY	2 PER 4,000 SQ. FT. OF GFA
9 DAY-CARE CENTER: ADULT OR CHILD	2 PER 4 EMPLOYEES ON PEAK SHIFT
10 DRIVING RANGE	3 PER TEE STAND
11 DWELLING: ALL UNLESS OTHERWISE SPECIFIED	2 PER DWELLING UNIT
12	
13 DWELLING: LIVE-WORK	2 PER DWELLING UNIT
14 DWELLING: MULTI-FAMILY – AGE-RESTRICTED HOUSING	2 PER 2 DWELLING UNITS
15	
16 EDUCATIONAL FACILITY: COMMERCIAL-VOCATIONAL	4 PER 4 EMPLOYEES ON PEAK SHIFT +
17	2 PER 25 STUDENTS, BASED ON MAXIMUM STUDENT CAPACITY +
18	2 PER FACILITY VEHICLE IF OUTDOOR COMPONENT (E.G., DRIVING TRACK) IS
19	PRESENT
20 EDUCATIONAL FACILITY: POST-SECONDARY	2 PER 4 EMPLOYEES ON PEAK SHIFT +
21	2 PER 25 STUDENTS BASED ON THE MAXIMUM STUDENT CAPACITY
22 EDUCATIONAL FACILITY: PRIMARY AND SECONDARY	2 PER 4 EMPLOYEES ON PEAK SHIFT +
23	2 PER 50 STUDENTS, BASED ON MAXIMUM STUDENT CAPACITY
24 ENTERTAINMENT: INDOOR – GENERALLY	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
25 ENTERTAINMENT: INDOOR – MOVIE THEATER	2 PER 4 SEATS FOR FIRST 400 SEATS + 2 PER 6 SEATS AFTER FIRST 400
26	
27 ENTERTAINMENT: LIVE (PRINCIPAL USE)	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
28 FINANCIAL INSTITUTION	4 PER 1,000 SQ. FT. OF GFA + 4 STACKING SPACES PER DRIVE-THROUGH LANE
29 FOOD PROCESSING: LIGHT	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
30	
31 FRATERNITY OR SORORITY HOUSE	2 PER 2 ROOMING UNITS
32 FREIGHT TERMINAL	6 PER 20,000 SQ. FT. OF WAREHOUSING AREA +
33	6 PER 1,000 SQ. FT. OF OFFICE AREA
34 FUEL STATION	4 PER 1,000 SQ. FT. OF ACCESSORY RETAIL AREA

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USES	MAXIMUM PARKING SPACES ALLOWED
1 FUNERAL HOME 2 3	4 PER 1,000 SQ. FT. OF OFFICE AREA + 2 PER 4 PERSONS OF FIRE-RATED CAPACITY IN CHAPEL + 2 PER COMPANY VEHICLE MAINTAINED ON THE PREMISES
4 GOLF COURSE	6 PER HOLE
5 GOVERNMENT FACILITY 6	2 PER 1,000 SQ. FT. OF OFFICE AND PUBLIC-USE AREAS + 2 PER GOVERNMENT VEHICLE MAINTAINED ON THE PREMISES
7 GREENHOUSE OR NURSERY	4 PER 1,000 SQ. FT. OF GFA (INCLUDING OUTDOOR SALES OR DISPLAY AREA)
8 HEALTH-CARE CLINIC	6 PER 1,000 SQ. FT. OF GFA
9 HEALTH AND FITNESS CENTER	4 PER 1,000 SQ. FT. OF PUBLIC USE AREA
10 HEAVY SALES, RENTAL, OR SERVICE 11	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
12 HORSE STABLE	2 PER 5 STALLS
13 HOSPITAL 14 15	2 PER 10 HOSPITAL BEDS + 2 PER 4 EMPLOYEES (INCLUDING STAFF DOCTORS) ON PEAK SHIFT + 2 PER 2 EXAMINATION ROOMS IN MEDICAL OFFICES
16 HOTEL OR MOTEL	2 PER 4 ROOM
17 INDUSTRIAL BOAT REPAIR FACILITY 18	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
19 INDUSTRIAL: GENERAL 20	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
21 INDUSTRIAL: LIGHT 22	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
23 INDUSTRIAL: MARITIME-DEPENDENT 24	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
25 KENNEL	4 PER 1,000 SQ. FT. OF PUBLIC WAITING AREA
26 LANDFILL: INDUSTRIAL 27	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA
28 LODGE OR SOCIAL CLUB	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
29 MARINA: DRY STORAGE 30 31 32	2 PER 4 SLIPS (NOTE: DURING THE OFF-SEASON, SEPTEMBER 15 TO MAY 14, THE PARKING AREA MAY BE USED FOR THE STORAGE OF BOATS, TRAILERS, OR OTHER RELATED MATERIALS, AS LONG AS AT LEAST 10% OF REQUIRED PARKING REMAINS)
33 MARINA: RECREATIONAL	2 PER 2 SLIPS
34 MARINE TERMINAL 35	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
36 MATERIALS RECOVERY FACILITY 37	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA

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USES	MAXIMUM PARKING SPACES ALLOWED
1 MINI-WAREHOUSES	2 PER 50 STORAGE UNITS
2 MOTOR VEHICLE DEALERSHIP	2 PER 1,000 SQ. FT. OF GFA
3 MOTOR VEHICLE OPERATIONS FACILITY 4	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA
5 MOTOR VEHICLE RENTAL 6 ESTABLISHMENT	4 PER 1,000 SQ. FT. OF OFFICE AND PUBLIC-USE AREAS + 2 PER COMPANY VEHICLE MAINTAINED ON THE PREMISES
7 MOTOR VEHICLE SERVICE AND REPAIR, 8 MAJOR OR MINOR	4 PER SERVICE BAY
9 MOVIE STUDIO 10	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA
11 NURSERY (SEE "GREENHOUSE OR 12 NURSERY")	
13 OFFICE	2 PER 1,000 SQ. FT. OF GFA
14 OUTDOOR STORAGE YARD	2 PER 1,000 SQ. FT. OF OFFICE AND PUBLIC-USE AREAS
15 PASSENGER TERMINAL	6 PER 1,000 SQ. FT. OF GFA
16 PAWN SHOP	2 PER 1,000 SQ. FT. OF GFA
17 PERSONAL SERVICES ESTABLISHMENT	2 PER 1,000 SQ. FT. OF GFA
18 PLACE OF WORSHIP 19 20 21 22 23	2 PER 4 PERSONS OF FIRE-RATED CAPACITY OF THE MAIN SANCTUARY; OR, FOR PLACES OF WORSHIP WHOSE WORSHIPERS ARE REQUIRED TO WALK TO WORSHIP BECAUSE OF RELIGIOUS TENET, 2 PER 8 PERSONS OF FIRE-RATED CAPACITY + 2 OR MORE ADDITIONAL SPACES AS REQUIRED BY THIS CODE FOR OTHER USES ON THE SITE
24 PRINTING ESTABLISHMENT 25	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
26 RACETRACK	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
27 RECREATION: INDOOR	2 PER 2,000 SQ. FT. OF GFA
28 RECREATION: OUTDOOR 29	4 PER 1,000 SQ. FT. OF PUBLIC-USE AREA (NOT INCLUDING ACTUAL PLAYING FIELD OR POOL)
30 RECREATIONAL VEHICLE DEALERSHIP	2 PER 1,000 SQ. FT. OF GFA
31 RECYCLABLE MATERIALS RECOVERY 32 FACILITY	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA
33 RECYCLING AND REFUSE COLLECTION 34 FACILITY	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA
35 RESEARCH AND DEVELOPMENT FACILITY 36	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA

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USES	MAXIMUM PARKING SPACES ALLOWED
RESIDENTIAL-CARE FACILITY	2 PER 4 EMPLOYEES ON PEAK SHIFT + 2 PER 6 RESIDENTS; HOWEVER, IF THE FACILITY DOES NOT PERMIT RESIDENTS TO HAVE VEHICLES AT THE FACILITY, THE FACILITY NEED NOT PROVIDE OFF-STREET PARKING SPACES FOR RESIDENTS
RESOURCE RECOVERY FACILITY	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF OFFICE AREA]
RESTAURANT	2 PER 1,000 SQ. FT. OF INDOOR PUBLIC SEATING AREA + 6 STACKING SPACES PER DRIVE-THROUGH LANE
RETAIL: BIG BOX ESTABLISHMENT	4 PER 1,000 SQ. FT. OF GFA
RETAIL GOODS ESTABLISHMENT	2 PER 1,000 SQ. FT. OF GFA
ROOMING HOUSE	2 PER 2 ROOMING UNITS
SHIPYARD	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA]
STADIUM	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
TAVERN	2 PER 1,000 SQ. FT. OF INDOOR PUBLIC SEATING AREA
TRUCK REPAIR	4 TRUCK-SIZED PARKING SPACES PER SERVICE BAY + 2 PER 4 EMPLOYEES ON PEAK SHIFT
TRUCK STOP	2 TRUCK-SIZED SPACE PER 5,000 SQ. FT. OF SITE AREA + 2 PER 4 EMPLOYEES ON PEAK SHIFT
TRUCK TERMINAL	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 TRUCK-SIZED SPACES PER 5,000 SQ. FT. OF SITE AREA
URBAN AGRICULTURE	2 PER COMPANY VEHICLE MAINTAINED ON THE PREMISES
VIDEO LOTTERY FACILITY	2 PER 10 PERSONS OF FIRE-RATED CAPACITY
WAREHOUSE	2 PER 20,000 SQ. FT. OF WAREHOUSING AREA + 6 PER 1,000 SQ. FT. OF OFFICE AREA
WATERFREIGHT TERMINAL	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA
WHOLESALE GOODS ESTABLISHMENT	GREATER OF (I) 2 PER 4 EMPLOYEES ON PEAK SHIFT, OR (II) 2 PER 1,000 SQ. FT. OF GFA

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[TABLE 16-406: REQUIRED OFF-STREET PARKING]

[USES]	[PARKING SPACES REQUIRED]
[Adult Use]	[3 per 1,000 sq. ft. of GFA]
[Alternative Energy System]	[2 per 1,000 sq. ft. of office area]
[Animal Clinic]	[1 per examination room]
[Art Gallery]	[1 per 1,000 sq. ft. of GFA]
[Arts Studio]	[1 per 2,000 sq. ft. of studio area]
[Arts Studio: Industrial]	[1 per 2,000 sq. ft. of studio area]
[Bail Bond Establishment]	[1 per 1,000 sq. ft. of GFA]
[Banquet Hall]	[1 per 10 persons of fire-rated capacity]
[Boat Manufacturing, Repair, and Sales]	[1 per 4 employees on peak shift + 1 per company vehicle maintained on the premises]
[Body Art Establishment]	[1 per 1,000 sq. ft. of GFA]
[Broadcasting Station (Tv or Radio)]	[1 per 2 employees on peak shift + 1 per company vehicle maintained on the premises]
[Carry-Out Food Shop]	[2 per 1,000 sq. ft. of GFA + 3 stacking spaces per drive-through lane]
[Car Wash]	[2 per service bay]
[Cemetery]	[2 per 1,000 sq. ft. of office area + 1 per 4 persons of fire-rated capacity in chapel]
[Check-cashing Establishment]	[1 per 1,000 sq. ft. of GFA]
[Commercial composting facility]	[1 per employee on peak shift]
[Community Center]	[1 per 10 persons of fire-rated capacity]
[Contractor Storage Yard]	[2 per 1,000 sq. ft. of office and public-use areas]
[Convention Center]	[1 per 10 persons of fire-rated capacity]
[Country Club]	[Cumulative of various uses within the development (golf course, restaurant, etc.)]
[Cultural Facility]	[1 per 4,000 sq. ft. of GFA]
[Day-Care Center: Adult or Child]	[1 per 4 employees on peak shift]
[Driving Range]	[1.5 per tee stand]
[Dwelling: All unless otherwise specified]	[1 per dwelling unit]

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[USES]	[PARKING SPACES REQUIRED]
1 [Dwelling: Live-Work]	[1 per dwelling unit]
2 [Dwelling: Multi-Family – Age- 3 Restricted Housing]	[1 per 2 dwelling units]
4 [Educational Facility: Commercial- 5 Vocational]	[1 per 4 employees on peak shift + 1 per 25 students, based on maximum student capacity + 6 1 per facility vehicle if outdoor component (e.g., driving track) is present]
7 [Educational Facility: Post-Secondary] 8	[1 per 4 employees on peak shift + 1 per 25 students based on the maximum student capacity]
9 [Educational Facility: Primary and 10 Secondary]	[1 per 4 employees on peak shift + 1 per 50 students, based on maximum student capacity]
11 [Entertainment: Indoor – Generally]	[1 per 10 persons of fire-rated capacity]
12 [Entertainment: Indoor – Movie Theater]	[1 per 4 seats for first 400 seats + 1 per 6 seats after first 400]
13 [Entertainment: Live (Principal Use)]	[1 per 10 persons of fire-rated capacity]
14 [Financial Institution]	[2 per 1,000 sq. ft. of GFA + 2 stacking spaces per drive-through lane]
15 [Food Processing: Light] 16	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
17 [Fraternity or Sorority House]	[1 per 2 rooming units]
18 [Freight Terminal] 19	[3 per 20,000 sq. ft. of warehousing area + 3 per 1,000 sq. ft. of office area]
20 [Fuel Station]	[2 per 1,000 sq. ft. of accessory retail area]
21 [Funeral Home] 22 23	[2 per 1,000 sq. ft. of office area + 1 per 4 persons of fire-rated capacity in chapel + 1 per company vehicle maintained on the premises]
24 [Golf Course]	[3 per hole]
25 [Government Facility] 26	[1 per 1,000 sq. ft. of office and public-use areas + 1 per government vehicle maintained on the premises]
27 [Greenhouse or Nursery]	[2 per 1,000 sq. ft. of GFA (including outdoor sales or display area)]
28 [Health-Care Clinic]	[3 per 1,000 sq. ft. of GFA]
29 [Health and Fitness Center]	[2 per 1,000 sq. ft. of public use area]
30 [Heavy Sales, Rental, or Service] 31	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
32 [Horse Stable]	[1 per 5 stalls]
33 [Hospital] 34 35	[1 per 10 hospital beds + 1 per 4 employees (including staff doctors) on peak shift + 1 per 2 examination rooms in medical offices]
36 [Hotel or Motel]	[1 per 4 rooms]

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[USES]	[PARKING SPACES REQUIRED]
1 [Industrial Boat Repair Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
3 [Industrial: General]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
5 [Industrial: Light]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
7 [Industrial: Maritime-Dependent]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
9 [Kennel]	[2 per 1,000 sq. ft. of public waiting area]
10 [Landfill: Industrial]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
12 [Lodge or social club]	[1 per 10 persons of fire-rated capacity]
13 [Marina: Dry Storage]	[1 per 4 slips (Note: During the off-season, September 15 to May 14, the parking area may be used for the storage of boats, trailers, or other related materials, as long as at least 10% of required parking remains)]
16 [Marina: Recreational]	[1 per 2 slips]
17 [Marine Terminal]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
19 [Materials Recovery Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
21 [Mini-Warehouse]	[1 per 50 storage units]
22 [Motor Vehicle Dealership]	[1 per 1,000 sq. ft. of GFA]
23 [Motor Vehicle Operations Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
25 [Motor Vehicle Rental Establishment]	[2 per 1,000 sq. ft. of office and public-use areas + 1 per company vehicle maintained on the premises]
27 [Motor Vehicle Service and Repair, Major or Minor]	[2 per service bay]
29 [Movie Studio]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
31 [Nursery (<i>See</i> "Greenhouse or Nursery")]	
32 [Office]	[1 per 1,000 sq. ft. of GFA]
33 [Outdoor Storage Yard]	[1 per 1,000 sq. ft. of office and public-use areas]
34 [Passenger Terminal]	[3 per 1,000 sq. ft. of GFA]
35 [Pawn Shop]	[1 per 1,000 sq. ft. of GFA]
36 [Personal Services Establishment]	[1 per 1,000 sq. ft. of GFA]

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[USES]	[PARKING SPACES REQUIRED]
[Place of Worship]	[1 per 4 persons of fire-rated capacity of the main sanctuary; or, for places of worship whose worshipers are required to walk to worship because of religious tenet, 1 per 8 persons of fire-rated capacity + 1 or more additional spaces as required by this Code for other uses on the site]
[Printing Establishment]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
[Racetrack]	[1 per 10 persons of fire-rated capacity]
[Recreation: Indoor]	[1 per 2,000 sq. ft. of GFA]
[Recreation: Outdoor]	[2 per 1,000 sq. ft. of public-use area (not including actual playing field or pool)]
[Recreational Vehicle Dealership]	[1 per 1,000 sq. ft. of GFA]
[Recyclable Materials Recovery Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
[Recycling and Refuse Collection Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
[Research and Development Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
[Residential-Care Facility]	[1 per 4 employees on peak shift + 1 per 6 residents; however, if the facility does not permit residents to have vehicles at the facility, the facility need not provide off-street parking spaces for residents]
[Resource Recovery Facility]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of office area]
[Restaurant]	[1 per 1,000 sq. ft. of indoor public seating area + 3 stacking spaces per drive-through lane]
[Retail: Big Box Establishment]	[2 per 1,000 sq. ft. of GFA]
[Retail Goods Establishment]	[1 per 1,000 sq. ft. of GFA]
[Rooming House]	[1 per 2 rooming units]
[Shipyard]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
[Stadium]	[1 per 10 persons of fire-rated capacity]
[Tavern]	[1 per 1,000 sq. ft. of indoor public seating area]
[Truck Repair]	[2 truck-sized parking spaces per service bay + 1 per 4 employees on peak shift]
[Truck Stop]	[1 truck-sized space per 5,000 sq. ft. of site area + 1 per 4 employees on peak shift]

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[USES]	[PARKING SPACES REQUIRED]
[Truck Terminal]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 truck-sized space per 5,000 sq. ft. of site area]
[Urban Agriculture]	[1 per company vehicle maintained on the premises]
[Video Lottery Facility]	[1 per 10 persons of fire-rated capacity]
[Warehouse]	[1 per 20,000 sq. ft. of warehousing area + 3 per 1,000 sq. ft. of office area]
[Waterfreight Terminal]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]
[Wholesale Goods Establishment]	[Lesser of (i) 1 per 4 employees on peak shift, or (ii) 1 per 1,000 sq. ft. of GFA]

SECTION 3. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the 30th day after the date it is enacted.

**AMENDMENTS TO COUNCIL BILL 25-0065
(1st Reader Copy)**

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

Amendment No. 1

On page 5, strike in their entirety lines 12 through 17 and substitute:

“(A) *IN GENERAL.*

IN NO CASE MAY OFF-STREET PARKING BE PROVIDED IN EXCESS OF THE LIMITS SET IN
TABLE 16-204 OF THIS CODE, EXCEPT:

(1) DETACHED AND SEMI-DETACHED DWELLING TO WHICH NO MAXIMUM APPLIES;
AND

(2) A STRUCTURE OR LAND THAT HAS CHANGED TO A NEW USE, IF:

(i) PRIOR TO THE CHANGE IN USE, THE STRUCTURE OR LAND HAD EXISTING
OFF-STREET PARKING SPACES THAT WOULD EXCEED THE MAXIMUM SET
FOR THE PROPERTY’S NEW USE; AND

(ii) NO FURTHER OFF-STREET PARKING IS ADDED FOLLOWING THE CHANGE
IN USE.

(B) *OFF-STREET FACILITIES.*

NOTHING IN THIS TITLE PREVENTS THE VOLUNTARY ESTABLISHMENT OF ADDITIONAL
OFF-STREET PARKING OR LOADING FACILITIES. ALL REGULATIONS GOVERNING THE
LOCATION, DESIGN, AND CONTROL OF THESE FACILITIES SHALL BE IN ACCORDANCE
WITH THIS TITLE.”.

Baltimore City Council



Land Use & Transportation Committee

Bill: 25-0065

**Title: Zoning – Eliminating Off-Street
Parking Requirements**

Agency Reports



**BALTIMORE CITY
BOARD OF MUNICIPAL
AND ZONING APPEALS**

Brandon M. Scott
Mayor

Justin A. Williams
Interim Executive Director

Members
Leland Shelton
Chair

Victor Clark
Liz Cornish
David Marcozzi

417 E. Fayette St., Ste. 922
Baltimore, MD 21202
(410) 396-4301
zoning.baltimorecity.gov

MEMORANDUM

To: The Honorable Members of the Land Use and Transportation Committee
From: Justin A. Williams, Interim Executive Director
CC: Geoffrey Veale, Zoning Administrator
Date: October 14, 2025
Re: Council Bill No. 25-0065 – Zoning – Eliminating Off-Street Parking Requirements
Position: **Favorable**

NOTE: Due to timing constraints, this report was prepared by BMZA staff and has not been reviewed or voted upon by the full BMZA Board. The observations and recommendations herein represent staff analysis based on the Board's historic caseload and operational experience.

OVERVIEW

City Council Bill 25-0065 repeals requirements for providing a minimum number of off-street parking spaces per use type, while maintaining parking maximums through a new Table 16-204. The legislation amends, repeals, and renumbers several sections of Article 32, Title 16 (Off-Street Parking and Loading).

BACKGROUND AND BMZA EXPERIENCE

The BMZA has direct and extensive experience with the City's off-street parking requirements through its role in hearing and ruling on requests for variances from off-street parking requirements. Over recent years, the BMZA has received numerous petitions seeking relief from minimum parking requirements across various zoning districts and use types.

The frequency and nature of these variance requests suggest that the current parking minimums often exceed actual parking demand and create unnecessary barriers to beneficial development projects. While the BMZA has not historically maintained data on variance types in an easily tabulable format, staff would assert that parking requirement variances are among the most common requests the Board receives, indicating a systemic issue with the current regulatory framework rather than isolated hardship cases.

EVIDENCE FROM PEER CITIES

Baltimore's proposed reform follows a national trend of cities eliminating minimum parking requirements to address housing affordability, promote economic revitalization, and advance sustainability goals. The experience of peer cities, particularly those with similar challenges as legacy industrial centers, provides compelling evidence for this policy intervention.

Buffalo, New York: A Particularly Relevant Comparison

Buffalo presents the most directly applicable case study for Baltimore. Like Baltimore, Buffalo is a legacy industrial city that has experienced significant population loss (approximately 55% since the 1950s) and has utilized zoning reform strategically to attract investment and reverse decline.¹ Buffalo eliminated citywide parking minimums through its “Green Code” in 2017.²

The results have been quantifiable and substantial:

- 47% of new developments provided fewer parking spaces than the previous code would have required³
- Parking reform legalized more than half of all new homes built in Buffalo post-reform; projects that would have been prohibited or substantially delayed under the old code⁴
- 21% reduction in overall parking provision across 36 major development projects studied in the first two years (502 fewer spaces than previously mandated)⁵
- Enabled adaptive reuse and infill development on sites where parking construction would have been economically infeasible⁶
- One-third of developments began charging separate fees for parking (parking unbundling), ensuring cost savings benefit car-free residents⁷

Buffalo’s experience confirms that parking reform is effective as a revitalization catalyst in legacy industrial cities, not merely a response to high-demand growth markets.⁸

¹ BIPARTISAN POL’Y CTR., ELIMINATING PARKING MINIMUMS IN BUFFALO, NY, <https://cms3.revize.com/revize/hudsonnynnew/Boards%20and%20Committees/Legal%20Committee/2024%20Docs%20and%20Agendas/Eliminating%20Parking%20Minimums%20in%20Buffalo,%20NY%20%20Bipartisan%20Policy%20Center.pdf>.

² Daniel B. Hess, Parking Reform Could Re-Energize Downtowns, UNIV. AT BUFFALO (June 2021), <https://www.buffalo.edu/ubnow/stories/2021/06/conversation-hess-parking-reform.html>.

³ Eric Jaffe, Buffalo Ended Parking Requirements. What Did Developers Do Next?, MEDIUM (May 17, 2019), <https://medium.com/sidewalk-talk/buffalo-ended-parking-requirements-what-did-developers-do-next-bc97bbc29767>.

⁴ Parking Reform Legalized Most of the New Homes in Buffalo and Seattle, SIGHTLINE INST. (Apr. 13, 2023), <https://www.sightline.org/2023/04/13/parking-reform-legalized-most-of-the-new-homes-in-buffalo-and-seattle/>.

⁵ Rachel Bain & Daniel B. Hess, Minus Minimums, 87 J. AM. PLAN. ASS’N 134 (2021), <https://www.tandfonline.com/doi/full/10.1080/01944363.2020.1864225>.

⁶ Parking Reform Could Re-Energize Downtowns, SCH. OF ARCHITECTURE & PLAN., UNIV. AT BUFFALO (June 2021), <https://archplan.buffalo.edu/news/2021/parkingreform.html>.

⁷ *Id.*

⁸ Big Reforms, Big Growth: Buffalo’s Parking Rewrite Pays Off, SIGHTLINE INST. (Oct. 12, 2022), <https://www.sightline.org/2022/10/12/big-reforms-big-growth-buffalos-parking-rewrite-pays-off/>.

Minneapolis, Minnesota: Housing Affordability Impact

Minneapolis eliminated parking minimums citywide in 2021 as part of its comprehensive Minneapolis 2040 plan.⁹ The city provides striking evidence of parking reform's impact on housing costs:

- Rents declined 4% from 2019-2024, during a period when national average rents increased 22%¹⁰
- Substantial cost avoidance by eliminating the requirement for below-grade parking spaces, which can add up to \$50,000 per unit to construction costs¹¹

Seattle, Washington: Quantified Cost Savings

Seattle's elimination of parking minimums generated:

- Over \$530 million in construction cost savings that would otherwise have been incorporated into housing prices¹²
- Enabled production of more than 35,000 housing units¹³
- Legalized over half of all new homes built post-reform¹⁴

Hartford, Connecticut

Hartford, a medium-sized legacy city, eliminated minimums for new developments in 2017 specifically to stimulate downtown revitalization and reduce construction costs, demonstrating early adoption in markets similar to Baltimore.¹⁵

Austin, Texas

Austin became the largest U.S. city to eliminate parking minimums citywide in 2024, doing so primarily to address a severe housing affordability crisis and boost housing supply.¹⁶

⁹ Minneapolis Land Use Reforms Offer a Blueprint for Housing Affordability, MINN. LEGIS. REFERENCE LIBR. (Mar. 7, 2024), https://www.lrl.mn.gov/archive/minutes/senate/2024/housing/20240307/housing_20240307_SF3964-Materials-Pew.pdf.

¹⁰ Eliminating Parking Mandates to Tackle the Housing Crisis, NAIOP (Fall 2025), <https://www.naiop.org/research-and-publications/magazine/2025/fall-2025/development-ownership/eliminating-parking-mandates-to-tackle-the-housing-crisis/>.

¹¹ Minneapolis Land Use Reforms, *supra* note 9.

¹² Emily Hamilton, Reducing Parking Mandates Can Unlock Housing Affordability in Connecticut, MERCATUS CTR. (Feb. 2023), <https://www.mercatus.org/research/state-testimonies/reducing-parking-mandates-can-unlock-housing-affordability-connecticut>.

¹³ *Id.*

¹⁴ Parking Reform Legalized Most of the New Homes, *supra* note 4.

¹⁵ Reducing Parking Mandates, *supra* note 12.

¹⁶ In These US Cities, Parking Reform is Gaining Momentum, INST. FOR TRANSP. & DEV. POL'Y (Feb. 1, 2024), <https://itdp.org/2024/02/01/in-these-us-cities-parking-reform-is-gaining-momentum/>.

Portland, Oregon

Portland has been a long-standing innovator in parking reform, eliminating minimums citywide by 2020 as part of its land use efficiency and sustainability strategy.¹⁷

SUMMARY OF POSITION

The BMZA supports City Council Bill 25-0065 and offers the following observations based on our regulatory experience:

Alignment with Variance Practice:

The elimination of parking minimums reflects the reality that the BMZA has regularly found that applicants seeking an off-street parking variance have met the burden of prove for relief from the rigid parking formulas. This bill would allow development to proceed without requiring case-by-case relief for what has become a routine issue. Buffalo's experience, where parking reform legalized more than half of new homes built, demonstrates the scale of development activity currently constrained by arbitrary parking requirements.¹⁸

Reduced Administrative Burden:

Eliminating parking minimums will substantially reduce the volume of variance applications to the BMZA, allowing the Board to focus its limited resources on more substantive land use questions. This streamlines the development process and reduces costs and delays for applicants, particularly small business owners and developers working on infill projects or building renovations. In Buffalo, the ability to proceed without parking variances accelerated project timelines and removed a significant source of regulatory friction.¹⁹

Removal of Cost Barriers to Development:

Through variance testimony, the BMZA has repeatedly heard that parking construction costs can make otherwise viable projects financially infeasible. The evidence from peer cities quantifies this burden:

- **Construction costs:** Below-grade parking spaces can add up to \$50,000 per unit to apartment construction costs²⁰
- **Total cost impact:** Parking requirements are estimated to inflate basic housing costs by 10-20%²¹

¹⁷ Zoning Requirements for Parking, Loading, and Transportation and Parking Demand Management, PORTLAND.GOV, <https://www.portland.gov/ppd/zoning-land-use/zoning-code-overview/parking-requirements>.

¹⁸ Parking Reform Legalized Most of the New Homes, *supra* note 4.

¹⁹ Big Reforms, Big Growth, *supra* note 8.

²⁰ Reducing Parking Mandates, *supra* note 12.

²¹ Todd Litman, Parking Requirement Impacts on Housing Affordability, VICTORIA TRANSP. POL'Y INST. (Oct. 16, 2023), <https://www.vtpi.org/park-hou.pdf>.

- **Scale of savings:** Seattle avoided over \$530 million in construction costs by eliminating minimums²²

These costs are particularly prohibitive for:

- Small business development in existing commercial buildings
- Adaptive reuse of vacant properties (a critical need in Baltimore’s older urban fabric)
- Affordable housing projects where every dollar affects feasibility
- Projects on small or irregularly shaped lots where parking construction is disproportionately expensive

As noted by the Mayor’s Office of Small & Minority Business Advocacy & Development, parking minimums adds costs to development projects that often cause the projects never to come to fruition. Eliminating this barrier will encourage the renovation and development of unused spaces throughout the City.

Support for Equitable Development and Housing Access

As noted in the Planning Commission’s report, this legislation will remove barriers to the development of both market-rate and affordable housing, increasing opportunities for housing to be created through new construction or the reuse of existing buildings.

The equity dimension is critical: According to the U.S. Census Bureau’s American Community Survey, approximately 27% of Baltimore households had no vehicle available in 2023. Under current regulations, housing for these residents may still be required to provide off-street parking for vehicles they do not own. This requirement creates inequities for car-free households, who may end up bearing the collective cost of providing parking without receiving any benefit.

When parking costs are “bundled” into rent or purchase prices, car-free households (often low-income residents) are forced to subsidize vehicle storage they don’t use.²³ The mandatory inclusion of parking in housing costs represents a regressive policy that disproportionately burdens those least able to afford it and least likely to benefit from it.

Buffalo’s experience shows that eliminating minimums facilitates parking unbundling: the practice of charging separately for parking spaces. One-third of post-reform developments in Buffalo began charging user fees for parking, ensuring that construction cost savings are equitably passed to car-free residents while pricing parking for those who use it. This promotes both affordability and efficient vehicle ownership decisions.²⁴

By eliminating the mandate to provide parking, this legislation allows developers to respond to actual market demand and enables car-free households to access housing without paying

²² Reducing Parking Mandates, *supra* note 12.

²³ Parking Requirement Impacts on Housing Affordability, *supra* note 21.

²⁴ Parking Reform Could Re-Energize Downtowns, *supra* note 6.

for amenities they neither need nor use. This is particularly important in Baltimore, where more than one in four households would directly benefit from this policy change.

Unlocking Development Feasibility

Research comparing pre- and post-reform development in Buffalo and Seattle found a striking result: parking reform effectively legalized more than half of all new homes built in both cities post-reform.²⁵ This demonstrates the monumental scale of housing supply that was previously constrained purely by arbitrary parking ratios in the zoning code.

In Buffalo's first two years post-reform, developers built 502 fewer parking spaces across 36 major projects than would have been required: a 21% decline demonstrating that previous mandates significantly exceeded actual market demand.²⁶

Eliminating minimums allows parking supply to respond to actual demand, which varies considerably by location, transit access, housing type, and demographic factors. The BMZA has observed through variance testimony that parking demand can be significantly lower than code requirements, particularly in:

- Transit-accessible areas with robust public transportation options
- Neighborhoods with high walkability and bikeable infrastructure
- Affordable housing developments where residents have lower vehicle ownership rates (approximately 27% of Baltimore households have no vehicle available per the U.S. Census Bureau's American Community Survey)

Transportation and Environmental Benefits

Research establishes clear empirical relationships between parking requirements and vehicle dependence:

- A 10% increase in minimum parking requirements is associated with a 5% increase in vehicles per square mile²⁷
- Buildings constructed without minimum parking mandates exhibit less than half the car ownership rate compared to those with at least one on-site space per unit²⁸
- Modeling in Colorado projects that removing parking minimums would lead to 71% more homes in transit-oriented areas²⁹

By removing the mandatory subsidization of vehicle storage, parking reform alters the incentive structure, promoting public transit, cycling, and walking use, which subsequently reduces Vehicle Miles Traveled (VMT), traffic congestion, and greenhouse gas emissions.

²⁵ Parking Reform Legalized Most of the New Homes, *supra* note 4.

²⁶ Minus Minimums, *supra* note 5.

²⁷ Parking Requirement Impacts on Housing Affordability, *supra* note 21.

²⁸ *Id.*

²⁹ U.S. DEPT OF TRANSP., PARKING REFORMS (Jan. 2025), <https://www.transportation.gov/sites/dot.gov/files/2025-01/Parking%20Reforms.pdf>.

Flexibility for Market Conditions

Eliminating minimums allows parking supply to respond to actual demand, which varies considerably by location, transit access, housing type, and demographic factors. The BMZA has observed through variance testimony that parking demand can be significantly lower than code requirements, particularly in:

- Transit-accessible areas with robust public transportation options
- Neighborhoods with high walkability and bikeable infrastructure
- Affordable housing developments where residents have lower vehicle ownership rates
- Small commercial uses serving neighborhood populations

Buffalo's data confirms this observation: developers voluntarily chose to provide 21% less parking than previously mandated, indicating that market demand is substantially lower than the code required.³⁰

Baltimore's Context as a Legacy Industrial City

Buffalo's successful application of parking reform in a legacy industrial context provides compelling evidence for Baltimore. Buffalo used its zoning reform not merely to control development, but strategically to attract investment and reverse population decline. The ability to eliminate parking mandates made projects involving the adaptive reuse of historic structures and dense infill development economically feasible—projects that would have been prohibited under their old zoning code.³¹

For Baltimore, which similarly seeks to reverse population decline and promote strategic growth, the policy offers a proven mechanism to unlock the potential of existing urban land and historic infrastructure. By reducing cost barriers and regulatory hurdles associated with parking, the City can stimulate the kind of development needed to attract residents and jobs, following Buffalo's successful trajectory as a revitalization catalyst.³²

CONSIDERATIONS AND MITIGATION STRATEGIES

The BMZA acknowledges potential concerns about on-street parking impacts in some neighborhoods. As noted in the Planning Commission's report, the removal of required off-street parking may lead to increased demand for on-street parking, which is already limited in some areas of the City. However, experience from peer cities demonstrates these concerns can be effectively addressed through:

³⁰ Minus Minimums, *supra* note 5.

³¹ Parking Reform Could Re-Energize Downtowns, *supra* note 2.

³² Big Reforms, Big Growth, *supra* note 8.

1. Management Tools

- Residential Permit Parking (RPP) programs, as noted by the Parking Authority of Baltimore City
- Site plan review processes that can consider neighborhood context
- Market forces that will encourage developers to provide parking where demand exists

2. Transportation Demand Management (TDM)

Cities like Minneapolis and Buffalo have successfully mitigated spillover concerns by requiring large developments to submit comprehensive TDM plans, which mandate elements like subsidized transit passes, shared mobility programs, and high-quality bicycle infrastructure. This shifts the regulatory focus from simply demanding mandatory storage to actively managing and reducing vehicle travel demand.³³

3. Parking Unbundling

As demonstrated in Buffalo, where one-third of post-reform developments began charging separately for parking, unbundling ensures that:

- Car-free households aren't forced to pay for parking they don't use
- Parking users pay directly for the spaces they occupy
- Market signals accurately reflect actual parking demand
- Cost savings from reduced parking construction benefit those who need affordable housing most³⁴

The BMZA also notes that developers retain the ability, and often the financial incentive, to provide off-street parking as market conditions warrant. The bill simply removes the mandate, not the option. In many cases, projects will continue to include parking, but the amount will be determined by actual need rather than arbitrary formulas. Buffalo's experience shows that even without minimums, developers still built substantial parking—just 21% less than the previous mandate required, indicating the reform eliminates waste rather than eliminating necessary parking.³⁵

³³ As More Cities Eliminate Parking Minimums, What Happens Next?, NAIOP (Summer 2023), <https://www.naiop.org/research-and-publications/magazine/2023/Summer-2023/development-ownership/as-more-cities-eliminate-parking-minimums-what-happens-next/>.

³⁴ Parking Reform Could Re-Energize Downtowns, *supra* note 6.

³⁵ Minus Minimums, *supra* note 5.

FISCAL IMPACT TO BMZA

The legislation is expected to reduce variance application volume to the BMZA, resulting in modest administrative savings through reduced hearing time and staff processing. There is no anticipated negative fiscal impact to the Board's operations.

Given that parking requirement variances represent one of the most common categories of requests the Board receives, the reduction in this application type will allow staff and Board members to dedicate more time and attention to substantive land use and zoning matters that require careful discretionary review.

RECOMMENDATION

Based on the Board's extensive experience with parking variance requests, the compelling evidence from peer cities demonstrating quantifiable benefits, and the alignment of this legislation with the City's comprehensive planning goals, the Board of Municipal and Zoning Appeals staff respectfully recommends a **FAVORABLE** report on City Council Bill 25-0065.

The elimination of off-street parking minimums represents sound, evidence-based zoning policy that balances development flexibility with community interests. The peer city experience demonstrates this reform will provide:

Economic and Development Benefits

- Reduce construction costs by eliminating mandatory expenses of up to \$50,000 per below-grade parking space
- Unlock previously infeasible projects, particularly adaptive reuse and infill development critical to Baltimore's revitalization
- Increase housing supply by legalizing projects currently prohibited by parking requirements
- Support housing affordability by reducing development costs and enabling parking unbundling
- Streamline the development process by eliminating the need for routine parking variances

Equity and Social Benefits

- Eliminate forced subsidies where car-free households (27% of Baltimore residents) pay for parking they don't use
- Remove barriers to both market-rate and affordable housing development
- Enable more efficient use of existing buildings through adaptive reuse and conversion projects

Environmental and Transportation Benefits

- **Reduce vehicle dependence** and associated greenhouse gas emissions
- **Promote transit-oriented development** and walkable urban environments
- **Advance Complete Streets** and sustainability goals outlined in the Comprehensive Master Plan

Administrative Benefits

- Reduce variance application volume to the BMZA
- Allow focus on substantive land use questions requiring discretionary review
- Maintain appropriate regulatory oversight through preserved parking maximums

This legislation is particularly consequential for Baltimore as a legacy industrial city seeking revitalization. The city of Buffalo, which has successfully used parking reform to reverse decline and attract investment, provides a proven model for how this policy can catalyze economic development, housing production, and neighborhood revitalization in cities facing similar challenges to Baltimore.

The evidence is clear and quantifiable: eliminating minimum parking requirements is an essential, proven, and highly effective policy intervention for fostering sustainable urban growth. This reform represents an important step toward modernizing Baltimore's zoning regulations to encourage growth, support equitable development, and position the City for long-term economic vitality.

For any questions regarding this report or to discuss these concerns further, please contact **Justin Williams** at justin.williams@baltimorecity.gov or **(410) 396-4301**.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Veronica P. McBeth, Director, Department of Transportation (BCDOT)
CC	Mayor's Office of Government Relations
DATE	September 30, 2025
SUBJECT	25-0065 • Zoning – Eliminating Off-Street Parking Requirements

Position: Favorable

BILL SYNOPSIS

Council Bill 25-0065 repeals parking minimums (regulations requiring a certain amount of parking as part of new development) while keeping in place existing parking maximums (or caps on the number of parking spaces that may be provided as part of new development). The legislation amends, repeals, and renumbers several sections of Article 32, primarily affecting Title 16 (Off-Street Parking and Loading).

In the long term, the legislation will be conducive to a higher population density—which is a critical component of high-quality public transit and urban amenities—and serve to align parking requirements with the City's Complete Streets philosophy, thereby aiding to reduce congestion and increase the use of more space-efficient transit. In closing, the legislation encourages alternative modes of transportation and aims to reduce automobile dependency by limiting the amount of space that is devoted to automobile storage as part of new development.

SUMMARY OF POSITION

BCDOT has reviewed the proposed legislation and does not anticipate any immediate fiscal or operational impact resulting from the changes. The removal of minimum off-street parking requirements is expected to reduce private vehicle dependency in the long term; this is in alignment with BCDOT's multimodal transportation goals. BCDOT will continue to monitor potential long-term impacts on traffic patterns, congestion, and parking enforcement needs. BCDOT respectfully requests a favorable report on Council Bill 25-0065.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

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

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.

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 #25-0065 / ZONING – ELIMINATING OFF-STREET PARKING REQUIREMENTS		

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 #25-0065, 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.

In its consideration of this Bill, the Planning Commission reviewed the attached staff report, which recommended approval of City Council Bill #25-0065 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 #25-0065 be **approved** by the City Council.

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 #25-0065/ Zoning – Eliminating Off-Street Parking Requirements:

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.

RECOMMENDATION: Approval

STAFF: Justin Walker

INTRODUCED BY: Councilmember Blanchard

SITE/GENERAL AREA: Citywide

HISTORY

Legislation that would have similarly eliminated minimum parking requirements citywide, along with other changes to permitted automobile-oriented uses, was introduced in 2020 as City Council Bill 20-0561. The ordinance did not pass before the end of the legislative term.

CONFORMITY TO PLANS

The 2024 Comprehensive Master Plan for the City of Baltimore was enacted by Ordinance #24-426 on December 2, 2024. The proposals in this legislation are recommended on multiple occasions throughout the Comprehensive Master Plan.

Under the section on Environmental and Climate Justice, Goal 2 is to “Reduce the exposure of frontline, overburdened, and Environmental Justice Communities to environmental pollutants.” Recommendation 1.10 under this goal calls for the removal of parking minimums for new development projects, which would be achieved through this bill.

Under the section on Transportation Equity, Goal 2 is to “Increase investment in and development of TOD throughout the City.” Recommendation 2.04 calls for reducing or eliminating parking minimums, particularly in areas near transit. This bill advances that recommendation.

Under the Trees and Forests section, Goal 2 is to “Increase the survival rate of trees planted by the City to better maintain the tree canopy and its cooling effects.” Recommendation 2.07 calls for amending parking requirements, such as removing parking minimums, to mitigate the impact of vehicles on the urban tree canopy.

ANALYSIS

Summary: This bill eliminates the requirement to provide a minimum number of off-street vehicular parking spaces based on land use. Title 16 of the Zoning Code, which sets standards for off-street parking and loading, along with the related tables, will be repealed and re-ordained as outlined below.

- § 16-101: Removes language stating that the purpose of this title is to provide the appropriate number of parking spaces based on land use. Retains language stating the purpose of providing accessible, attractive, secure, and well-maintained off-street parking facilities.
- § 16-201: Removes the language stating that existing parking may not be reduced below the requirements of the Code, as those requirements are being eliminated. Renumbers current § 16-206 to § 16-201, which addresses prohibited uses of off-street parking and loading spaces. This section is also updated to remove two references to required off-street parking. Specifically, the prohibitions on storing for-hire vehicles in required off-street parking and on using required off-street parking for loading are removed.
- § 16-202: Removes language regarding the procedures for reestablishing the required off-street parking after a structure is damaged or destroyed. Renumbers current § 16-207 to § 16-202. Updates the section to revise the reference from the computation of off-street parking and loading facilities to the computation of bicycle parking and loading facilities.
- § 16-203: Removes language regarding the procedures for providing required off-street parking when a use or structure is expanded. Renumbers current § 16-208 to § 16-203. This section addresses requirements for accessible off-street parking spaces and is updated to remove references to the Zoning Code's off-street parking requirements. It now states that accessible parking spaces must comply with the Maryland Accessibility Code, as set forth in COMAR 09.12.53.
- § 16-204: Removes language regarding procedures for off-street parking requirements when there is a change in use. Revises the section to serve as the subtitle for off-street parking maximums. The section now references new Table 16-204, which establishes the maximum number of off-street parking spaces permitted based on land use. Previously, the maximum was calculated as double the minimum requirement. With the elimination of minimum off-street parking requirements under this bill, the new table assigns specific maximums based on land use factors.
- § 16-205: Removes section related to additional spaces and parking maximums, which is now addressed in § 16-204, above.
- § 16-206: Renumbered to § 16-201
- § 16-207: Renumbered to § 16-202
- § 16-208: Renumbered to § 16-203
- § 16-302: Updates language stating that off-street parking must be completed before a use permit is issued to instead require that bicycle parking must be completed before use permits are issued.

- § 16-401: Clarifies language regarding the location of off-street parking in front yards. It now states that, in R-1 through R-8 zoning districts, off-street parking is prohibited in required front or corner side yards and is also prohibited forward of the front building line. Also removes location requirements for required off-street parking in PC subdistricts.
- § 16-403: Removes the word “required” from the access standards for off-street parking.
- § 16-404: Removes Section C, which addressed the location of parking spaces for single-family dwellings, as this is now covered in § 16-401.
- § 16-406: Updates requirement that drive-throughs provide at least four stacking spaces and removes reference to required off-street parking table 16-406.
- § 16-501: Removes provisions for collective and shared parking, as there will no longer be minimum parking requirements to satisfy. Renumbers current § 16-505 to § 16-501 regarding cross-access easements and updates that section to remove language related to off-street parking requirements.
- § 16-502: Removes provision to reduce required off-street parking through land banking for future parking.
- § 16-601: Removes, in its entirety, provisions regarding exemptions and reductions from the off-street parking minimum requirements
- § 16-602: Removes compact space reductions for required off-street parking.
- § 16-705: Removes the ability to offset the required off-street parking spaces with bicycle parking spaces.
- Table 16-204: Creates a new table, Table 16-204, which establishes the maximum allowable off-street parking by use. The numbers in this table are set at twice the current off-street parking minimums, which will be removed. The table as recast essentially keeps its function the same.
- Table 16-406: Removes Table 16-406, which provided the minimum number of off-street parking spaces based on land use factors.

Background: This legislation was introduced to eliminate the requirement for a minimum amount of off-street parking based on a property's land-use category. Removing this requirement is intended to streamline the development process for both new construction and the reuse of existing buildings. Variance requests for relief from off-street parking minimums are commonly submitted to the Board of Municipal and Zoning Appeals (BMZA). Eliminating the minimum will allow parking decisions to be guided by market conditions and individual project needs, rather than fixed city requirements. It is important to note that this bill does not remove the ability of developers to provide off-street parking as they see fit, provided it does not exceed the maximum standards, which already exist in the current Zoning Code. Maintaining the parking maximums will continue to require variances in certain cases. The table establishing these maximums is based on doubling the current minimums, rather than being derived from observed demand or parking utilization data.

Equity:

- Impact:
 - This proposal will have both short- and long-term impacts on communities and development. The removal of required off-street parking may lead to increased demand for on-street parking, which is already limited in some areas of the city. This could create hardship for residents who rely on on-street parking. As changed, the amount of voluntary parking to be provided is left to the market to decide.
 - The proposal will remove barriers to the development of both market-rate and affordable housing, increasing opportunities for housing to be created through new construction or the reuse of existing buildings.
 - According to the U.S. Census Bureau's American Community Survey, approximately 27% of Baltimore households had no vehicle available in 2023. Under current regulations, housing for these residents may still be required to provide off-street parking for vehicles they do not own. This requirement can create inequities for car-free households, who may end up bearing the collective cost of providing parking without receiving any benefit.
- Engagement:
 - Community Planners engaged residents about this legislation at numerous community meetings throughout the city.

Notification: Information on this bill was provided to residents and stakeholders via GovDelivery.



Chris Ryer
Director

CITY OF BALTIMORE

BRANDON M. SCOTT
Mayor



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

September 5, 2025

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

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

Dear President and City Council Members:

The Law Department reviewed City Council Bill 25-0065 for form and legal sufficiency. The bill would repeal certain sections and amend or renumber other sections of Title 16 of the City Zoning Code in Article 32 and repeal Table 16-406. The bill 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 Code provisions and tables.

On page 4 of Council Bill 25-0065 renumbered Section 16-202 provides the method for computing bicycle parking and loading facilities. Subsection (b)(2) of Section 16-202 in lines 23-24 of the bill refers only to a loading space. The remainder of Section 16-202 refers to loading and bicycle spaces. If the bill was intended in Subsection (b)(2) to refer to both bicycle and loading spaces then an amendment is required on page 4, line 24 to include a reference to bicycle parking.

The City Council must consider the following when evaluating changes to the text of the City's 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).

A text amendment is not a piecemeal zoning, as it does not change the assigned zoning classification of any parcel but rather changes the requirements for a particular zone. *See MBC Realty, LLC v. Mayor of Balt.*, 192 Md. App. 218, 238 (2010). "Legislative revision of the language of a zoning ordinance by means of a text amendment is in the nature of a legislative action, and therefore is comparable to original zoning and comprehensive zoning." *Id.* at 236.

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).

The Planning Report notes that removal of minimum off-street parking requirements conforms with the current City Comprehensive Master Plan. The Master Plan recommends removal of required off-street parking minimums in order to reduce pollutants, encourage use of mass transit, and protect the tree cover. The Planning Report notes that removal of required minimum off-street parking may negatively impact on-street parking in some neighborhoods. It is noted that removing required minimum off-street parking “will remove barriers to development of both market-rate and affordable housing.” The proposed bill would also remove the requirement to provide off-street parking for the 27% of Baltimore households that do not own a vehicle.

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

Very truly yours,

A handwritten signature in dark ink, appearing to read "Michele Toth", written over a horizontal line.

Michele Toth
Assistant Solicitor

cc: Ebony Thompson
Ethan Hasiuk
Ty’lor Schnella
Shamoyia Gardiner
Hilary Ruley
Jeff Hochstetler
Ashlea Brown
Desiree Luckey
Ahleah Knapp



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	25-0065 Zoning – Eliminating Off-Street Parking Requirements

Position: Favorable

BILL SYNOPSIS

The Department of Housing and Community Development (DHCD) has reviewed City Council Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements 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.

If enacted, City Council Bill 25-0065 would eliminate off-street parking minimums and establish off-street parking maximums based on land use, rather than the prior minimums. If approved, this Bill will take effect on the 30th day following its enactment.

SUMMARY OF POSITION

At its regular meeting of August 28, 2025, the Planning Commission concurred with its departmental staff and recommended that City Council Bill 25-0065 be approved by the City Council. Their report found that this legislation was in accord with multiple goals of the 2024 Comprehensive Master Plan by potentially reducing environmental pollutants, better supporting our urban tree canopy, and enhancing transit equity. The Commission also noted that current parking requirements may create inequities for the 27% of Baltimore households who do not own an automobile and thereby bear the collective cost of providing parking without receiving any benefit.

This Bill would align Baltimore with cities around the country that have moved towards reducing or eliminating parking requirements and making housing projects less costly to build. The repeal of parking minimums would then allow the market to dictate how many off-street parking spaces a given developer feels it would be advantageous to provide. By lessening a developer's financial burden to provide potentially superfluous off-street parking, cost savings may be passed

on to renters and homeowners while promoting further construction. DHCD previously supported 23-0468 Off-Street Parking - Affordable Housing which eliminated off-street parking requirements for residential projects that are subject to inclusionary housing requirements.

FISCAL IMPACT

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

AMENDMENTS

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

MEMORANDUM

TO:	Baltimore City Council Land Use & Transportation Committee	 BALTIMORE CITY MAYOR'S OFFICE OF Small and Minority Business ADVOCACY & DEVELOPMENT
FROM:	Director Christopher R. Lundy SMBA&D	
SUBJECT:	25-0065 Zoning – Eliminating Off-Street Parking Requirements	
DATE:	June 25, 2025	

Council Bill 25-0065 was referred to the Mayor’s Office of Small & Minority Business Advocacy & Development (SMBA&D) for review. SMBA&D fully supports Council Bill 25-0065.

This is extremely consequential for the business community and equitable neighborhood development. The elimination of off-street parking minimums will encourage the renovation & development of unused spaces. The current inclusion of parking minimums adds costs to development projects that often cause the projects to never come fruition.

This will also specifically encourage equitable neighborhood development. There are dynamics in many communities in our city that make it challenging, and at times, impossible to meet the requirements to develop needed housing options. The removal of these minimums will serve as a key component to eliminating vacant commercial spaces that can be developed for different uses that may better serve the needs of the community. An increase in housing in communities will result in the placement of support businesses for that community.

We have seen in Salisbury, Maryland and throughout the country that the elimination of parking minimums can lower construction expenses and streamline the construction process. This bill will promote the development of businesses and grocery stores. This will bring in new residents that value walkability, the ability to bike, support local community businesses, and utilize our new seated scooters.

It is of paramount importance to note that the bill merely removes the minimum requirements. Developers and business owners will have flexibility to include off-street parking when necessitated by the project. Off-Street parking requirements impact every size and type of development. This is one of many items that results in considerable project costs that must be addressed. Without this requirement housing and business renovations will come with less confusion, expense, & complexity.

Business owners, developers, and residents want Baltimore to continue our renaissance. It will take revised, modern, policies, and approaches to achieve these goals. This bill is a step towards streamlining the requirements and processes to build in Baltimore. I commend Mayor Scott, CAO Leach, DCA Kerney, and DM Williams for their foresight in seeing the need to modernize our requirements to encourage the growth and equitable development of housing in Baltimore. Moreover, thank you to Councilmember Blanchard, Council President Cohen, Councilmember Dorsey and Councilmember Gray for their sponsorship of this bill to spur equitable development in Baltimore.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Veronica P. McBeth, Director, Department of Transportation (BCDOT)
CC	Mayor's Office of Government Relations
DATE	June 24, 2025
SUBJECT	25-0065 • Zoning – Eliminating Off-Street Parking Requirements

Position: Favorable

BILL SYNOPSIS

Council Bill 25-0065 repeals parking minimums (regulations requiring a certain amount of parking as part of new development) while keeping in place existing parking maximums (or caps on the number of parking spaces that may be provided as part of new development). The legislation amends, repeals, and renumbers several sections of Article 32, primarily affecting Title 16 (Off-Street Parking and Loading).

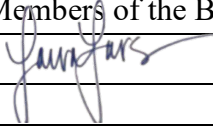
In the long term, the legislation will be conducive to a higher population density—which is a critical component of high-quality public transit and urban amenities—and serve to align parking requirements with the City's Complete Streets philosophy, thereby aiding to reduce congestion and increase the use of more space-efficient transit. In closing, the legislation encourages alternative modes of transportation and aims to reduce automobile dependency by limiting the amount of space that is devoted to automobile storage as part of new development.

SUMMARY OF POSITION

BCDOT has reviewed the proposed legislation and does not anticipate any immediate fiscal or operational impact resulting from the changes. The removal of minimum off-street parking requirements is expected to reduce private vehicle dependency in the long term; this is in alignment with BCDOT's multimodal transportation goals. BCDOT will continue to monitor potential long-term impacts on traffic patterns, congestion, and parking enforcement needs. BCDOT respectfully requests a favorable report on Council Bill 25-0065.



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	25-0065 Zoning – Eliminating Off-Street Parking Requirements

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

Position: Defers to Parking Authority

The Department of Finance is herein reporting on City Council Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements, 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.

Background

Baltimore’s Zoning Code includes a set of rules—known as Title 16 of the Zoning Code—that govern how off-street parking, loading zones, and bicycle parking are planned and built across the city. The exact ratios to determine how many off-street parking spaces must be provided are listed in: Table 16-406 Required Off-Street Parking. The title is referred to in other places as “parking minimums,” “minimum parking requirements” or “parking requirements,” and the goal is to create parking and loading areas that are safe, well-designed, and appropriate for the specific needs of a property. Parking and loading requirements apply to most new developments and major renovations. If a developer is adding space to a building, changing the use of a property, or rebuilding after damage, the developer may be required to add or maintain parking and loading spaces. Certain types of properties—like historic buildings or affordable housing—may qualify for exemptions or reductions.

Parking Minimums

Parking minimums are ratios established by municipal zoning codes that mandate the construction of a certain number of parking spaces per a specified number of dwelling units or square feet of building area. These requirements set a minimum threshold for the number of off-street parking spaces that must be provided. Currently, the parking minimums are laid out in: Table 16-406 Required Off-Street Parking. This table breaks down how many off-street parking spaces must be provided depending upon the use of the property. These parking minimums are required regardless of market conditions, neighborhood desire, or costs, and can only be waived under certain circumstances. As with many items in the Zoning Code, under certain circumstances as laid out in Title 16 and elsewhere in the zoning code, a property owner can receive permission to deviate from existing parking minimum requirements by being granted a variance. Variances are granted by the Director of Planning, 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.

Impact of Council Bill 25-0065

Council Bill 25-0065 proposes to eliminate minimum parking requirements and introducing parking maximums in the City's zoning code. The elimination of minimum parking requirements comes with the elimination of existing rules that required developers to provide a certain number of off-street parking spaces based on the use of a property. The legislation also removes prior exemptions, reductions, and special provisions related to required parking.

In place of parking minimums, Council Bill 25-0065 sets upper limits on the amount of off-street parking that can be provided. For example, residential developments would be capped at two spaces per unit, and large retail stores would be limited to four spaces per 1,000 square feet. Council Bill 25-0065 also removes several portions of the code that were used to reduce the minimum number of parking requirements—such as formulas for affordable housing, shared parking arrangements, and land-banked spaces. The legislation makes clear that accessible parking for people with disabilities will continue to be required under state and federal law.

Effects of Parking Minimums

Parking minimums have wide-ranging impacts that create both benefits and burdens across different segments of the population. As mentioned previously, the impact of parking minimums is that a developer must build the required number of parking spaces required regardless of market conditions, neighborhood desire, or costs, or ask for a variance if the project meets the standards for one. This means a portion of the physical space of the property and money raised for the development are dedicated to producing parking instead of dedicated to the residential, or commercial space.

On one hand, these requirements benefit motorists, particularly those who place a high value on convenience and are willing to pay extra for on-site parking. By ensuring parking spaces are readily available at residences and businesses, parking mandates can reduce the risk of spillover parking, offering relief to nearby drivers who rely on street parking and helping city officials avoid neighborhood conflicts.

However, the costs of these mandates often fall unevenly. Households that own fewer vehicles than required by the mandates effectively subsidize those with more vehicles. These households pay for parking spaces they don't need or use, inflating housing costs. This system particularly disadvantages lower-income households, where residential parking costs take up a larger part of their income. Not every household has a car, in Baltimore 27% of all households do not have a car.

The consequences extend beyond individual households. Parking mandates encourage car ownership and increase vehicle traffic, contributing to congestion, crash risks, heat islands, impervious surfaces, and pollution—burdens that are felt most acutely by surrounding communities. By making land development more automobile-centric, these policies promote urban sprawl. The resulting spread-out development patterns lead to higher infrastructure costs borne by the City and, ultimately, taxpayers. This also raises transportation costs, particularly for those who do not drive.

Environmental impacts are also significant. More paved surfaces lead to greater stormwater runoff, heat island effects, habitat loss, and air and water pollution. Additionally, curb cuts needed for driveways reduce the availability of public on-street parking and degrade sidewalk safety and accessibility, especially for pedestrians with disabilities.

Overall, while minimum parking requirements offer convenience for some—particularly higher-income drivers—they impose hidden costs on others and on the broader community. These impacts highlight the need to carefully consider who benefits from parking mandates and who bears their costs.

This is supported growing body of academic research that points toward parking minimums being a constraint on development generally, but especially in denser neighborhoods because the code forces an oversupply of parking. It also requires that significant portions of a newly developed or rehabbed building must be dedicated to parking and not residential or retail use. The cost of providing and maintaining these

parking spots is passed off by developers to the new owner (the building or dwelling unit) or tenant (residential and retail). This leads to higher housing prices and rents¹ as well as retail² sales prices³.

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 25-0065 aligns with three of the recommended actions in the report: reduce or eliminate parking requirements, remove barriers in rezoning processes, and enact zoning changes to allow or expand for higher density residential development.

Reforming Parking Minimums in other cities

In the past five years many American cities are currently reconsidering the parking sections of their respective zoning codes. These reforms generally address four key considerations:

- The geographic scope of the changes
- Whether to change or repeal parking minimums
- Whether certain types of land uses should be excluded
- Whether the changes apply by right or are based on other factors, such as project size

According to a dataset compiled by the Parking Reform Network, 16 cities or counties have adopted changes to their parking minimums that are substantively similar to those proposed in City Council Bill 25-0065.

City	State	Population	Year Adopted
Ann Arbor	MI	120,735	2022
Bend	OR	100,421	2023
Birmingham	AL	210,928	2024
Bridgeport	CT	148,654	2021
Durham	NC	278,993	2023
Eugene	OR	172,622	2023
Hartford	CT	122,105	2017
Hillsboro	OR	106,447	2024

¹ Gabbe, C.J., Pierce, G., 2017. Hidden costs and deadweight losses: bundled parking and residential rents in the metropolitan United States. *Hous. Policy Debate* 27 (2), 219–229. <https://doi.org/10.1080/10511482.2016.1205647>.

² Manville, M., 2013. Parking requirements and housing development. *J. Am. Plan. Assoc.* 79 (1), 49–66. <https://doi.org/10.1080/01944363.2013.785346>.

³ Jia, W., Wachs, M., 1999. Parking requirements and housing affordability: case study of San Francisco. *Transportation Research Record: Journal of the Transportation Research Board* 1685 (1), 156–160. <https://doi.org/10.3141/1685-20>.

Minneapolis	MN	429,606	2021
Portland	OR	654,741	2023
Raleigh	NC	467,665	2022
Sacramento	CA	513,624	2024
Salem	OR	174,365	2023
San Francisco	CA	881,549	2018
St. Paul	MN	304,547	2021

Fiscal Impact

The Department of Finance expects the primary fiscal impact of 25-0065 to be on revenues, specifically property taxes, as this change seeks to encourage additional development. To analyze potential revenue impacts we pulled the number of parking variances granted in calendar year 2021 (2021 was selected to ensure projects have been completed and fully reassessed). When examining this data, we found there were 14 applications, and 13 variances were granted. Of the approved variances 12 were for existing uses, meaning the variance wasn't tied to new development. The limited data set was not sufficient to shed additional insight other than that the project had been granted a variance.

Conclusion

Council Bill 25-0065 represents a significant change to Baltimore's zoning framework by eliminating minimum parking requirements and replacing them with parking maximums. The goal of the bill is that it should remove barriers to development, reduces unnecessary costs, and supports more efficient land use, making it easier to build housing and create walkable, transit-oriented communities. By aligning with statewide housing strategies and national best practices, this legislation addresses long-standing inequities in housing affordability and environmental sustainability, positioning Baltimore to better meet its housing needs while fostering a more connected, resilient, and livable city.

For the reasons stated above, the Department of Finance defers to parking authority City Council Bill 25-0065.

cc: Michael Mocksten
Nina Themelis



MEMORANDUM

DATE: June 24, 2025
TO: Land Use and Transportation Committee
FROM: Otis Rolley, President and CEO 
POSITION: Favorable
SUBJECT: Council Bill 25-0065

INTRODUCTION

The Baltimore Development Corporation (BDC) is reporting on City Council Bill 25-0065 introduced by Councilmember Blanchard.

PURPOSE

The purpose of this bill is to eliminate the existing off-street parking requirements for new construction and institute maximum allowed parking density in certain zoning districts.

BRIEF HISTORY

This proposed legislation is the latest effort to amend the City's off-street parking requirements for new development projects. With this, Baltimore would become the latest in a number of cities across the nation that are reexamining how off-street parking requirements impact economic development, growth, housing affordability, transportation, health and safety and other aspects of urban life. Off-street parking in new projects substantially increases the cost of construction, occupies valuable urban space that could be put to higher and better uses, and perpetuates the cycle of car-dependence. Exacerbating these is the fact that that municipalities often over-estimate the amount of parking needed to serve new construction.

An example of how parking mandates can prevent needed investment and economic opportunity, especially in low-income areas that have lacked investment, came recently when MCB Real Estate announced it is eliminating the retail portion of its Reservoir Square project due to the cost of building the required parking. The parking required to adequately serve this small retail component likely could have been absorbed by existing on-street parking, instead of being eliminated due to onerous off-street parking requirements.

This bill balances the need for some new parking in many projects with the vision for a healthier, vibrant, thriving city that prioritizes human activity and best and highest uses over vehicle storage and the dominance of cars on our streets and in our neighborhoods. This legislation will lead to more investment, housing and economic opportunity across the City.

FISCAL IMPACT [to BDC]

None.

AGENCY POSITION

The Baltimore Development Corporation respectfully submits a **favorable** report on City Council Bill 25-0065. If you have any questions, please contact Kim Clark at 410-837-9305 or KClark@baltimoredevelopment.com.

cc: Nina Themelis, Mayor's Office of Government Relations
Ty'lor Schnella, Mayor's Office of Government Relations

[CG]

Baltimore City**BALTIMORE CITY COUNCIL
PUBLIC HEARING ON BILL NO. 25-0065**

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 - Eliminating Off-Street Parking Requirements

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.

Applicant: Zach Blanchard - 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 4086758

Baltimore City Council



Legislative Investigations

Committee

Bill: 25-0065

**Title: Zoning – Eliminating Off-Street
Parking Requirements**

Public Testimony

Leva, Anthony F (City Council)

From: dillbwell@everyactioncustom.com on behalf of Dillon Broadwell
<dillbwell@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:28 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. Dillon Broadwell
3618 Keystone Ave Baltimore, MD 21211-1314 dillbwell@gmail.com

Leva, Anthony F (City Council)

From: bshannahan@everyactioncustom.com on behalf of Brittany Shannahan
<bshannahan@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:25 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 agree with the message below, but I just wanted to add a few things.

Residential neighborhoods should not have more parking spaces than people. But when I used to live at 39th and Keswick, that was exactly the case. I don't just agree with the argument that tying parking to housing is ridiculous because it reduces housing options and drives up housing costs (although that is very true, and as a renter and as someone who averages one car trip per week, this affects me a lot). I also think it's a huge barrier to walkable neighborhoods for people who live here to constantly have to walk around parking lots in order to access services. Parking lots everywhere are an urban blight. Only rich people can afford to pay an extra \$150 a month to pay for a parking space in these developments anyway. And requiring parking lots for new developments encourages people moving to developments in already walkable neighborhoods to drive everywhere, creating more traffic.

I agree with Bikemore and have the same t-shirt that Jed Weeks wears everywhere: Street parking is theft. It swindles us of better designed communities to serve outdated, dinosaur concepts of what it means to live in the city. It is perfectly possible to look at research into ways to make sure that there is ample parking for local businesses - but taking valuable public space for new build apartments reduces the available resources to provide this.

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,
Mx Brittany Shannahan
319 E 27th St Baltimore, MD 21218-4414
bshannahan@citizen.org

Leva, Anthony F (City Council)

From: jacquiegreff@everyactioncustom.com on behalf of Jacqueline Greff
<jacquiegreff@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:21 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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,
Ms. Jacqueline Greff
1607 Lancaster St Baltimore, MD 21231-3423 jacquiegreff@icloud.com

Leva, Anthony F (City Council)

From: rwobrak@everyactioncustom.com on behalf of Rachel Wobrak
<rwobrak@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:08 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,
Ms Rachel Wobrak
511 W 28th St Baltimore, MD 21211-3028
rwobrak@gmail.com

Leva, Anthony F (City Council)

From: sanz.kermes@everyactioncustom.com on behalf of Michelle Kermes
<sanzi.kermes@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:06 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 Michelle Kermes
407 Southway Baltimore, MD 21218-2520
sanzi.kermes@gmail.com

Leva, Anthony F (City Council)

From: faithowhonda@everyactioncustom.com on behalf of Faith Owhonda
<faithowhonda@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:03 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. Faith Owhonda

2911 Gwynns Falls Pkwy Baltimore, MD 21216-2818 faithowhonda@gmail.com

Leva, Anthony F (City Council)

From: jolson@everyactioncustom.com on behalf of Jason Olson
<jolson@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:02 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. Jason Olson
204 N Duncan St Baltimore, MD 21231-1310 jolson@udel.edu

Leva, Anthony F (City Council)

From: jillian.capewell@everyactioncustom.com on behalf of Jillian Capewell
<jillian.capewell@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:00 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. Jillian Capewell
216 W Madison St Apt 2F Baltimore, MD 21201-4683 jillian.capewell@gmail.com

Leva, Anthony F (City Council)

From: davis.randolph@everyactioncustom.com on behalf of Randy Davis
<davis.randolph@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:00 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,
Randy Davis
2105 Hargrove St Baltimore, MD 21218-5802 davis.randolph@gmail.com

Leva, Anthony F (City Council)

From: davis.randolph@everyactioncustom.com on behalf of Randy Davis
<davis.randolph@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:59 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. Randy Davis
2105 Hargrove St Baltimore, MD 21218-5802 davis.randolph@gmail.com

Leva, Anthony F (City Council)

From: klstewart76@everyactioncustom.com on behalf of Kristina Stewart <klstewart76@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:58 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. Kristina Stewart
2732 N Howard St Baltimore, MD 21218-4309 klstewart76@gmail.com

Leva, Anthony F (City Council)

From: ambrymsmith@everyactioncustom.com on behalf of Ambrym Smith
<ambrymsmith@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:58 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,
Ambrym Smith
2641 Hampden Ave Baltimore, MD 21211-3107 ambrymsmith@gmail.com

Leva, Anthony F (City Council)

From: graham@everyactioncustom.com on behalf of Graham Coreil-Allen
<graham@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:57 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. Graham Coreil-Allen

3210 Auchentoroly Ter Baltimore, MD 21217-1949 graham@grahamprojects.com

Leva, Anthony F (City Council)

From: cbergh1313@everyactioncustom.com on behalf of Chris Bergh <cbergh1313@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:57 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 Chris Bergh

2440 Woodbrook Ave Baltimore, MD 21217-1742 cbergh1313@gmail.com

Leva, Anthony F (City Council)

From: samjzisowmcclean@everyactioncustom.com on behalf of Sam Zisow-McClean
<samjzisowmcclean@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:56 PM
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.

This is genuinely exciting to me as a Baltimore resident!

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,
Mx. Sam Zisow-McClean
2608 Hamilton Ave Baltimore, MD 21214-1909 samjzisowmcclean@gmail.com

Leva, Anthony F (City Council)

From: haywardcollin@everyactioncustom.com on behalf of Collin Hayward
<haywardcollin@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:55 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. Collin Hayward
130 N Milton Ave Baltimore, MD 21224-1048 haywardcollin@gmail.com

Leva, Anthony F (City Council)

From: brodys2001@everyactioncustom.com on behalf of Brody Snook <brodys2001@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:51 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. Brody Snook
817 S Charles St Baltimore, MD 21230-3938 brodys2001@gmail.com

Leva, Anthony F (City Council)

From: jeffdalik@everyactioncustom.com on behalf of Jeffrey Dalik
<jeffdalik@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:47 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. Jeffrey Dalik
320 Westshire Rd Baltimore, MD 21229-2234 jeffdalik@gmail.com

Leva, Anthony F (City Council)

From: neville.ferns@everyactioncustom.com on behalf of Neville Fernandes
<neville.ferns@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:46 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. Neville Fernandes
9 S Curley St Baltimore, MD 21224-2234
neville.ferns@gmail.com

Leva, Anthony F (City Council)

From: livingbybike@everyactioncustom.com on behalf of Claire Pomykala
<livingbybike@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:41 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. Claire Pomykala
3970 Falls Rd Baltimore, MD 21211-1866
livingbybike@gmail.com

Leva, Anthony F (City Council)

From: vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg
<vicki.vandenburg@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:41 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,
Vicki Vandenburg
1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

Leva, Anthony F (City Council)

From: vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg
<vicki.vandenburg@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:40 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 Vicki Vandenburg
1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

Leva, Anthony F (City Council)

From: jedweeks@everyactioncustom.com on behalf of Jedediah Weeks
<jedweeks@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:40 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. Jedediah Weeks
214 W 27th St Baltimore, MD 21211-3001
jedweeks@gmail.com

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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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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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,

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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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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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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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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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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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Dear City Council Testimony,

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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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Dear City Council Testimony,

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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,
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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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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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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Dear City Council Testimony,

I am writing in support of Baltimore City Council 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,
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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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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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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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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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.

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. 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.

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. 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.

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,
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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Dear Council President Zeke Cohen,

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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,
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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Dear City Council Testimony,

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

Dear Council President Cohen,
Please support Council
bills 25-0065 and
25-0066 so that
we can devote more
of our city to
housing people and
NOT cars!

Sincerely,
Michelle Nicolas, 4007 Keswick Rd

BALTIMORE MD 212

14 JUN 2025 PM 4

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06/12/2025 ZIP 21202
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US POSTAGE

Zeke Cohen
100 Holiday St.
Baltimore, Md 21202

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tinydogpress.com

21202-342799

Council President

I support two ordinances
will help household budgets
Macon: Mayor Scott's Housing
and Opportunity Act will
more housing units in
rental homes and CM Blanchard's
order to eliminate off-street
parking minimums. Please enact
Bill 25-0065 & 25-0066

Anthony Walker
636 S Macon St

BALTIMORE MD 212

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043M31249606

US POSTAGE

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

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21202-342799

Dear Council President Cohen

I'm writing in support of
Mayor Scott's Housing Options
+ Opportunities act and
CM Blanchard's ordinance
to eliminate off street
parking (25-0065, 25-0066)
Please do everything you
can to enact this critical
legislation. Thank You

D. 2730 Guilford Rd
Baltimore MD 21218

BALTIMORE MD 212

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US POSTAGE

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

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21202-342799

Zeke,

I am asking you
Support 25-0065 &
25-0066.

Think these are
needed to make a
stronger Baltimore.

Let up the good work.

Best, Matt Beckner

BALTIMORE MD 212

17 JUN 2025 PM 1

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US POSTAGE

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

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21202-342799

Dear Council President Zeke Cohen,

Hello, My name is Virgil Curry.
Please support two ordinances
that will help household
budgets in Baltimore.
Please enact Council Bills
25-0065 and 25-0066,
Parking minimums drive
up housing costs. Help
Baltimore grow!

Sincerely,

21202-342799
270 S Chelsea Terrace
Baltimore, Md. 21216

BALTIMORE MD 212

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06/12/2025 ZIP 21202
043M31249606

US POSTAGE

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

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21202-342799

Dear Councilman Cohen

I'm writing to ask you
support Council
bills 25-0065 and
25-0066.

These will help
Baltimore grow more
affordable + livable.

Thank-you

in Sinis

Park Ave

Baltimore 21201

BALTIMORE MD 212

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043M31249606

US POSTAGE

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

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tinydogpress.com

21202-342799

Dear Council President Cohen,

I'm just writing to express
my support for council
bills 25-0065 & 25-0066.
Please work toward their
passage.

Sincerely,

Tyler Smith

127 Reservoir St.

BALTIMORE MD 212

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043M31249606

US POSTAGE

Zeke Cohen
100 Holliday St.
Baltimore MD 21202

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21202-342799

Council President Cohen
Please support Mayor Scott's Housing Options and Opportunity Act
It will help Baltimore residents - Mayor Scott's Housing Options and Opportunity Act
CM Blanchard's Ordinance to Eliminate Off-Street Parking requirements. Please enact Bills
25-0065 & 25-0066. These need help Baltimore grow up address the housing shortage.
Sincerely,
Tiane Harrison
406 E. Lafayette St
Baltimore, MD 21202



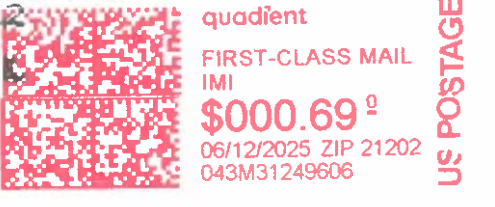
Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

BALTIMORE MD 212
Please Support Bill
25-0065, 66 to support an improving and growing Baltimore
Zeke Cohen
100 Holliday Street
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Cohen
Please enact Council bills 25-0065 & 25-0066
Zeke Cohen
100 Holliday Street
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Dear Council President Cohen -
Please support two ordinances that will help households in Baltimore.
1. Mayor Scott's Housing Options and Opportunity Act will allow more housing units in convenient locations. CB-25-0066
2. CM Blanchard's ordinance to Eliminate off-street Parking Requirements. CB 25-0065
Best,
Matt Purdy
316 E Federal St
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Zeke Cohen
Please support Mayor Scott's Housing Options and Opportunity Act as well as a ordinance to eliminate off street parking.
eliminating parking minimums lowering costs and allow developers create more livable cities.
these actions will also reduce street costs by encouraging walking.
Thank you,
Kristen Schroeder
833 Camden Ave
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Adrienne Black
1209 Saint Paul St, Apt 305
Baltimore, MD 21202
Dear Zeke, it's been a long time. I randomly messaged you on twitter to Zoom during the pandemic. You changed offices and I changed names (formerly Derek). I'm a Mount Vernon resident now but thankful you're at large and I got to keep you as a rep. I'd love to meet up some time, but I'm writing now cause I've finished the transit 101 class and wanted to cap it by joining the group to ask you to vote for 25-0065 + 25-0066. This city is close and connected and communal because it is walkable. Our zoning codes make it impossible to build what we need. Let's make it happen. - Adrienne Black



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Cohen,
Please support two ordinances that will help households in Baltimore.
Please enact Council Bills 25-0065 and 25-0066. Together, these bills can increase Transit-Directed Development and density in urban neighborhoods.
Thank you,
Mia Underwood
4514 Shamrock Ave
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Dear Council Member Cohen,
Please support Mayor's Housing Options and Opportunity Act and CM Blanchard's ordinance to Eliminate Off-Street Parking Requirements. Parking minimums drive up housing costs and discourages small businesses.
25-0065
25-0066
Brody Snook
817 S Charles St
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Cohen
Please support Mayor Scott's Housing Options and Opportunity Act
It will help Baltimore residents - Mayor Scott's Housing Options and Opportunity Act
CM Blanchard's Ordinance to Eliminate Off-Street Parking requirements. Please enact Bills
25-0065 & 25-0066. These need help Baltimore grow
help address the housing shortage.
Sincerely,
Tiane Harrison
406 E. Lafayette Ave
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Please Support Bill
25-0065, 66 to support
an improving and growing
Baltimore



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Cohen
Please enact Council bills 25-0065 & 25-0066



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Dear Council President Cohen -
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2. CM Blanchard's ordinance to Eliminate off-street Parking Requirements. CB 25-0065
Best,
Matt Purdy
3116 E. Federal St
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Zeke Cohen
Please support Mayor Scott's Housing Options and Opportunity Act as well as a ordinance to eliminate off street parking.
eliminating parking minimums lowering costs and allow developers create more livable cities.
these actions will also reduce street costs by encouraging walking.
Thank you,
Kristen Schroeder
833 Camden Ave
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Adrienne Black
1209 Saint Paul St, Apt 305
Baltimore, MD 21202
Dear Zeke, it's been a long time. I randomly messaged you on twitter to Zoom during the pandemic. You changed offices and I changed names (formerly Derek). I'm a Mount Vernon resident now but thankful you're at large and I got to keep you as a rep. I'd love to meet up some time, but I'm writing now cause I've finished the transit 101 class and wanted to cap it by joining the group to ask you to vote for 25-0065 + 25-0066. This city is close and connected and communal because it is walkable. Our zoning codes make it impossible to build more affordable housing. Please help us get it up. - Adrienne Black



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Council President Cohen,
Please support two ordinances that will help households in Baltimore:
Please enact Council Bills 25-0065 and 25-0066. Together, these bills can increase Transit-Directed Development and density in urban neighborhoods.
Thank you,
Mia Underwood
4514 Shamrock Ave
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Dear Council Member Cohen,
Please support Mayor's Housing Options and Opportunity Act and CM Blanchard's ordinance to Eliminate Off-Street Parking Requirements. Parking minimums drive up housing costs and discourages small businesses.
25-0065
25-0066
Brody Snook
817 S Charles St
Baltimore, MD 21202



Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

Leva, Anthony F (City Council)

From: dillbwell@everyactioncustom.com on behalf of Dillon Broadwell
<dillbwell@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:28 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. Dillon Broadwell
3618 Keystone Ave Baltimore, MD 21211-1314 dillbwell@gmail.com

Leva, Anthony F (City Council)

From: bshannahan@everyactioncustom.com on behalf of Brittany Shannahan
<bshannahan@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:25 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 agree with the message below, but I just wanted to add a few things.

Residential neighborhoods should not have more parking spaces than people. But when I used to live at 39th and Keswick, that was exactly the case. I don't just agree with the argument that tying parking to housing is ridiculous because it reduces housing options and drives up housing costs (although that is very true, and as a renter and as someone who averages one car trip per week, this affects me a lot). I also think it's a huge barrier to walkable neighborhoods for people who live here to constantly have to walk around parking lots in order to access services. Parking lots everywhere are an urban blight. Only rich people can afford to pay an extra \$150 a month to pay for a parking space in these developments anyway. And requiring parking lots for new developments encourages people moving to developments in already walkable neighborhoods to drive everywhere, creating more traffic.

I agree with Bikemore and have the same t-shirt that Jed Weeks wears everywhere: Street parking is theft. It swindles us of better designed communities to serve outdated, dinosaur concepts of what it means to live in the city. It is perfectly possible to look at research into ways to make sure that there is ample parking for local businesses - but taking valuable public space for new build apartments reduces the available resources to provide this.

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,
Mx Brittany Shannahan
319 E 27th St Baltimore, MD 21218-4414
bshannahan@citizen.org

Leva, Anthony F (City Council)

From: jacquiegreff@everyactioncustom.com on behalf of Jacqueline Greff
<jacquiegreff@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:21 PM
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. Jacqueline Greff
1607 Lancaster St Baltimore, MD 21231-3423 jacquiegreff@icloud.com

Leva, Anthony F (City Council)

From: rwobrak@everyactioncustom.com on behalf of Rachel Wobrak
<rwobrak@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:08 PM
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 Rachel Wobrak
511 W 28th St Baltimore, MD 21211-3028
rwobrak@gmail.com

Leva, Anthony F (City Council)

From: sanz.kermes@everyactioncustom.com on behalf of Michelle Kermes
<sanzi.kermes@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:06 PM
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 Michelle Kermes
407 Southway Baltimore, MD 21218-2520
sanzi.kermes@gmail.com

Leva, Anthony F (City Council)

From: faithowhonda@everyactioncustom.com on behalf of Faith Owhonda
<faithowhonda@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:03 PM
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. Faith Owhonda

2911 Gwynns Falls Pkwy Baltimore, MD 21216-2818 faithowhonda@gmail.com

Leva, Anthony F (City Council)

From: jolson@everyactioncustom.com on behalf of Jason Olson
<jolson@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:02 PM
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,
Mr. Jason Olson
204 N Duncan St Baltimore, MD 21231-1310 jolson@udel.edu

Leva, Anthony F (City Council)

From: jillian.capewell@everyactioncustom.com on behalf of Jillian Capewell
<jillian.capewell@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:00 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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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. Jillian Capewell
216 W Madison St Apt 2F Baltimore, MD 21201-4683 jillian.capewell@gmail.com

Leva, Anthony F (City Council)

From: davis.randolph@everyactioncustom.com on behalf of Randy Davis
<davis.randolph@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:00 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,
Randy Davis
2105 Hargrove St Baltimore, MD 21218-5802 davis.randolph@gmail.com

Leva, Anthony F (City Council)

From: davis.randolph@everyactioncustom.com on behalf of Randy Davis
<davis.randolph@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:59 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. Randy Davis
2105 Hargrove St Baltimore, MD 21218-5802 davis.randolph@gmail.com

Leva, Anthony F (City Council)

From: klstewart76@everyactioncustom.com on behalf of Kristina Stewart <klstewart76@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:58 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. Kristina Stewart
2732 N Howard St Baltimore, MD 21218-4309 klstewart76@gmail.com

Leva, Anthony F (City Council)

From: ambrymsmith@everyactioncustom.com on behalf of Ambrym Smith
<ambrymsmith@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:58 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,
Ambrym Smith
2641 Hampden Ave Baltimore, MD 21211-3107 ambrymsmith@gmail.com

Leva, Anthony F (City Council)

From: graham@everyactioncustom.com on behalf of Graham Coreil-Allen
<graham@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:57 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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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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. Graham Coreil-Allen

3210 Auchentoroly Ter Baltimore, MD 21217-1949 graham@grahamprojects.com

Leva, Anthony F (City Council)

From: cbergh1313@everyactioncustom.com on behalf of Chris Bergh <cbergh1313@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:57 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.

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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 Chris Bergh
2440 Woodbrook Ave Baltimore, MD 21217-1742 cbergh1313@gmail.com

Leva, Anthony F (City Council)

From: samjzisowmcclean@everyactioncustom.com on behalf of Sam Zisow-McClean
<samjzisowmcclean@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:56 PM
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.

This is genuinely exciting to me as a Baltimore resident!

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,
Mx. Sam Zisow-McClean
2608 Hamilton Ave Baltimore, MD 21214-1909 samjzisowmcclean@gmail.com

Leva, Anthony F (City Council)

From: haywardcollin@everyactioncustom.com on behalf of Collin Hayward
<haywardcollin@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:55 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. Collin Hayward
130 N Milton Ave Baltimore, MD 21224-1048 haywardcollin@gmail.com

Leva, Anthony F (City Council)

From: brodys2001@everyactioncustom.com on behalf of Brody Snook <brodys2001@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:51 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. Brody Snook
817 S Charles St Baltimore, MD 21230-3938 brodys2001@gmail.com

Leva, Anthony F (City Council)

From: jeffdalik@everyactioncustom.com on behalf of Jeffrey Dalik
<jeffdalik@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:47 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. Jeffrey Dalik
320 Westshire Rd Baltimore, MD 21229-2234 jeffdalik@gmail.com

Leva, Anthony F (City Council)

From: neville.ferns@everyactioncustom.com on behalf of Neville Fernandes
<neville.ferns@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:46 PM
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,
Mr. Neville Fernandes
9 S Curley St Baltimore, MD 21224-2234
neville.ferns@gmail.com

Leva, Anthony F (City Council)

From: livingbybike@everyactioncustom.com on behalf of Claire Pomykala
<livingbybike@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:41 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. Claire Pomykala
3970 Falls Rd Baltimore, MD 21211-1866
livingbybike@gmail.com

Leva, Anthony F (City Council)

From: vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg
<vicki.vandenburg@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:41 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,
Vicki Vandenburg
1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

Leva, Anthony F (City Council)

From: vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg
<vicki.vandenburg@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:40 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 Vicki Vandenburg
1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

Leva, Anthony F (City Council)

From: jedweeks@everyactioncustom.com on behalf of Jedediah Weeks
<jedweeks@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 2:40 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. Jedediah Weeks
214 W 27th St Baltimore, MD 21211-3001
jedweeks@gmail.com

Leva, Anthony F (City Council)

From: natschall@everyactioncustom.com on behalf of Natalie Schall
<natschall@everyactioncustom.com>
Sent: Thursday, September 11, 2025 2:10 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,
Natalie Schall
1613 Bolton St Baltimore, MD 21217-5340 natschall@gmail.com

Leva, Anthony F (City Council)

From: isabelagarces97@everyactioncustom.com on behalf of Isabela Garces Molina
<isabelagarces97@everyactioncustom.com>
Sent: Thursday, September 11, 2025 1:05 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. Isabela Garces Molina

3405 Greenway Unit 105 Baltimore, MD 21218-2640 isabelagarces97@gmail.com

Leva, Anthony F (City Council)

From: nicholas.mayr88@everyactioncustom.com on behalf of Nicholas Mayr <nicholas.mayr88@everyactioncustom.com>
Sent: Thursday, September 11, 2025 12:45 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. Nicholas Mayr

224 Warren Ave Baltimore, MD 21230-3927 nicholas.mayr88@gmail.com

Leva, Anthony F (City Council)

From: Sauer, Kimberly (City Council)
Sent: Thursday, September 11, 2025 11:31 AM
To: Leva, Anthony F (City Council)
Cc: Dorsey, Ryan (City Council); Gray, Paris (City Council)
Subject: Fw: Bikemore and CMTA letter on 3 Housing Ordinances
Attachments: Bikemore and CMTA on 3 Housing Ordinances.pdf

FYI- not sure if they submitted this but wanted to forward it along for the bill file.

Best,

Kim Sauer (she/her)
Chief of Staff/Director of Policy & Strategic Planning
Office of Councilman Paris Gray, 8th District
410-396-4818 (o) 443-934-3236 (c)

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From: Brian O'Malley <bomalley@cmtalliance.org>
Sent: Wednesday, September 10, 2025 7:21 PM
To: Gray, Paris (City Council) <Paris.Gray@baltimorecity.gov>
Cc: Jed Weeks <jed@bikemore.net>
Subject: Bikemore and CMTA letter on 3 Housing Ordinances

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Hello CM Gray,

Please see the attached letter jointly from Bikemore and the Central Maryland Transportation Alliance regarding three ordinances being heard by the Land Use and Transportation Committee.

Brian

Brian O'Malley

President & CEO
Central Maryland Transportation Alliance
(410)419-5374
www.cmtalliance.org
@cmtalliance

Leva, Anthony F (City Council)

From: TTFitzcom@everyactioncustom.com on behalf of Terry Fitzgerald
<TTFitzcom@everyactioncustom.com>
Sent: Thursday, September 11, 2025 11:30 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.

Councilman Schleifer,

I write to ask you to support bills #25-0062, #25-0064, and #25-0065. This is not just a message generated by a computer. We have lived in Mt Washington since 1984. My wife was born here in 1950 and lived in Mt Washington until 1970. We are concerned about the vitality of Baltimore AND we are concerned about pollution and the climate chaos. Addressing these requires new approaches to housing, including development that is oriented more to transit than to two automobiles per family. About these bills:

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,
Dr Terry Fitzgerald
1817 Sulgrave Ave Baltimore, MD 21209-4515 TTFitzcom@yahoo.com

Leva, Anthony F (City Council)

From: torimcreynoldsmw@everyactioncustom.com on behalf of Tori McReynolds
<torimcreynoldsmw@everyactioncustom.com>
Sent: Thursday, September 11, 2025 11:21 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.

#25-0062 will allow more diverse building designs in Baltimore City that more easily accommodate multiple bedrooms and allow for 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,

Ms. Tori McReynolds

4541 Marble Hall Rd Baltimore, MD 21239-3936 torimcreynoldsmw@gmail.com

Leva, Anthony F (City Council)

From: Nicole Hartig <max0787@gmail.com>
Sent: Thursday, September 11, 2025 11:12 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Councilmembers and Council President,

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.

The above is a form's words, rather than my own, but I agree wholeheartedly with every word, which is why I left it as is. The path to a vibrant, thriving city is through localized employment opportunities, and the only way those opportunities can become a sustainable reality is through growing a sufficient population base, especially one not reliant on cars for transportation. Baltimore City can't achieve this through the inherent sprawl and low density of SFH dominance. We need more dense housing options, and I support any bill which targets that goal.

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. Nicole Hartig
2917 Glenmore Ave Baltimore, MD 21214-1709
max0787@gmail.com

Leva, Anthony F (City Council)

From: Lillian Mitchell <lillian.mitchell@gmail.com>
Sent: Thursday, September 11, 2025 11:07 AM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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

From: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Date: Thu, Sep 11, 2025 at 9:29 AM
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065
To: lillian.mitchell@gmail.com <lillian.mitchell@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: lillian.mitchell@everyactionadvocacy.com <lillian.mitchell@everyactionadvocacy.com> on behalf of Lillian Mitchell <lillian.mitchell@everyactionadvocacy.com>
Sent: Wednesday, September 10, 2025 8:01 PM
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. I am eager to see more design flexibility and corresponding housing for families - both owners and renters.

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,

Ms. Lillian Mitchell

[101 Park Ln Baltimore, MD 21210-2326](mailto:lillian.mitchell@gmail.com)

lillian.mitchell@gmail.com

Leva, Anthony F (City Council)

From: Emily Riehl <eriehl@jhu.edu>
Sent: Thursday, September 11, 2025 10:47 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I'm a homeowner and was previously a renter in Baltimore city.

I hope to live here for a long time and in the future would like to see greater density, great affordability, better public transportation, better pedestrian infrastructure, and more services. Mandatory parking minimums get away from this.

I say this as someone who has to park on the street and knows it can be difficult. It's okay to make the cost of owning a car a little bit more expensive if we're also supporting car free live styles (eg with neighborhood supermarkets). I hope in a decade I have to pay for parking in a parking garage because my neighborhood (Mount Vernon) is more dense. I think greater development would bring benefits to outweigh the inconvenience of less parking, even for neighborhood residents.

Emily Riehl

--

Kelly Miller Professor of Mathematics (she/her) Johns Hopkins University emilyriehl.github.io

Leva, Anthony F (City Council)

From: Joanna Kriss <joannanicolekriss@gmail.com>
Sent: Thursday, September 11, 2025 10:43 AM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Good morning,

Please see my statement below.

Best,
Joanna Kriss

Begin forwarded message:

From: "Cohen, Zeke (City Council)" <Zeke.Cohen@baltimorecity.gov>
Date: September 11, 2025 at 9:46:53 AM EDT
To: joannanicolekriss@gmail.com
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065

testimony@baltimorecity.gov

Leva, Anthony F (City Council)

From: Laurie Wilmot <laurieaw101@comcast.net>
Sent: Thursday, September 11, 2025 10:39 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Council President Zeke Cohen and Council Member Jones,

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. This will help increase natural light and improve indoor air quality that are both important for human health!

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. This should help Baltimore continue to grow the population.

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. There are already exemptions in place in Baltimore. Developers can decide based on the projected demand how much parking to build.

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. Laurie Wilmot
824 N Calvert St Apt 516 Baltimore, MD 21202-4994
laurieaw101@comcast.net

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Leva, Anthony F (City Council)

From: Meredith Purvis <meredithpurvis@gmail.com>
Sent: Thursday, September 11, 2025 10:27 AM
To: Testimony
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.

For Baltimore to grow, it has to be a city where people at every stage of life can put down roots—whether that’s young families, single people just starting out, or professionals who want to stay and invest here. Bill #25-0062 makes it easier to design buildings with layouts that work for more people—apartments with more bedrooms, more windows, and better airflow.

Much of our housing was built before today’s bulk and yard rules came into play. Bill #25-0064 would update those rules so we can build a wider range of housing types—both larger and smaller homes—so people with different incomes and needs can find the right fit in more neighborhoods.

Parking is one of the biggest costs in building new housing, and the city’s minimum requirements only make it more expensive. They raise rents and home prices for everyone, even those who don’t own a car. They also take up space that could be used for housing or small businesses, and they make neighborhoods less walkable. Bill #25-0065 would remove those outdated rules and let builders or homeowners decide how much parking makes sense. Cities that have taken this step have seen housing become more affordable, neighborhoods more walkable, and local businesses stronger.

Together, these three bills line up with the city’s comprehensive plan and move us toward a Baltimore that’s more affordable, more walkable, and more welcoming for everyone who wants to call it 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 Meredith Purvis
[3020 N Calvert St Baltimore, MD 21218-3965](https://www.baltimorecity.gov/3020-N-Calvert-St)
meredithpurvis@gmail.com

Leva, Anthony F (City Council)

From: Jay Lazar <loparjay@gmail.com>
Sent: Thursday, September 11, 2025 10:24 AM
To: Testimony
Subject: CB #25-0062, CB #25-0064, CB #25-0065

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To whom it may concern,

I, Jay Lazar, resident of Baltimore City for 21 years, wish to submit testimony in support of bills CB #25-0062, CB #25-0064, CB #25-0065.

In short, Baltimore has the potential to be a world class city and destination for residents and tourists once our reliance on cars and our prioritization for cars can take a back seat to the well being of people. The health, business, transportation and desirability benefits are overwhelmingly in support of better walkability, reduced emissions, transportation equity and investment that can only be made possible when we no longer prioritize the automobile over human beings. Yes, there will be noise from those resistant to change and mired in a bygone era and environment that no longer exists. It's quite honestly why we are in the climate crisis no longer at our doorsteps, but within the confines of what we used to call safe.

Please put any financial interests bestowed on you by the fossil fuel and auto based development lobbies aside and represent your constituents and their best interests. Support CB #25-0062, CB #25-0064, CB #25-0065.

Sincerely,
Jay Lazar
Baltimore 21215

Leva, Anthony F (City Council)

From: webarringer@everyactioncustom.com on behalf of Whitney Barringer
<webarringer@everyactioncustom.com>
Sent: Thursday, September 11, 2025 10:22 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,
Dr. Whitney Barringer
760 Melville Ave Baltimore, MD 21218-2553 webarringer@gmail.com

Leva, Anthony F (City Council)

From: glawson@everyactioncustom.com on behalf of Greg Lawson
<glawson@everyactioncustom.com>
Sent: Thursday, September 11, 2025 10:07 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,
Greg Lawson
2601 N Howard St Baltimore, MD 21218-4666 glawson@railstotrails.org

Leva, Anthony F (City Council)

From: Tony DeFranco <tonydefranco@gmail.com>
Sent: Thursday, September 11, 2025 9:57 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Honorable City Councilmembers:

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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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. Tony DeFranco
520 Park Ave Apt 505 Baltimore, MD 21201-4780
tonydefranco@gmail.com

Leva, Anthony F (City Council)

From: aibrahim2k2@everyactioncustom.com on behalf of Ali Ibrahim <aibrahim2k2@everyactioncustom.com>
Sent: Thursday, September 11, 2025 9:51 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,
Mr. Ali Ibrahim
221 S Chapel St Baltimore, MD 21231-2604 aibrahim2k2@gmail.com

Leva, Anthony F (City Council)

From: Abigail Eisley <abigail.eisley@gmail.com>
Sent: Thursday, September 11, 2025 9:45 AM
To: Testimony
Subject: Support of Baltimore City Council bills #25-0062, #25-0064, and #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.

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,
Abigail Eisley
5817 Merville Ave Baltimore, MD 21215-4157
abigail.eisley@gmail.com

Leva, Anthony F (City Council)

From: Drew Beier <dbeier@smp-architects.com>
Sent: Thursday, September 11, 2025 9:44 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. Drew Beier
1115 Riverside Ave Baltimore, MD 21230-4119
dbeier@smp-architects.com

Drew Beier, AIA
Project Architect + Principal
O:410.685.3582 x132
C:443.928.3145
—



Schamu Machowski + Patterson
Architecture | Interiors



Leva, Anthony F (City Council)

From: Ethan Horn <ethanchorn@gmail.com>
Sent: Thursday, September 11, 2025 9:41 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,
Mr. Ethan Horn
332 E University Pkwy Baltimore, MD 21218-2845
ethanchorn@gmail.com

Leva, Anthony F (City Council)

From: Alexanderthezhu@everyactioncustom.com on behalf of Alex Zhu
<Alexanderthezhu@everyactioncustom.com>
Sent: Thursday, September 11, 2025 9:38 AM
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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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. Alex Zhu
107 S Castle St Baltimore, MD 21231-1919 Alexanderthezhu@gmail.com

Leva, Anthony F (City Council)

From: kphilipsen@everyactioncustom.com on behalf of Klaus Philipsen
<kphilipsen@everyactioncustom.com>
Sent: Thursday, September 11, 2025 9:37 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.

Land Use and Transportation are closely intertwined. The three bills in question support better land use which in turn will make it easier to have effective transit.

The bulk and yard requirements have prevented or complicated many adaptive re-use projects in Baltimore as I know from my own experience as an architect.

Many projects are built with too much parking because of antiquated requirements. The provision of the parking has increased the cost of projects and contributes to high housing cost. Let the market decide how much they want to build except in TOD zones where we should have caps.

All three of these bills are consistent the comprehensive plan, and will work to reduce vacant buildings, vacant lots and boost our tax base

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. Klaus Philipsen
1100 Wicomico St Baltimore, MD 21230-2063 kphilipsen@archplan.com

Leva, Anthony F (City Council)

From: Peter Griffith <pcgriffith@mac.com>
Sent: Thursday, September 11, 2025 9:36 AM
To: Testimony
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.

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,
Dr. Peter Griffith
2412 Ken Oak Rd Baltimore, MD 21209-4310
pcgriffith@mac.com

Leva, Anthony F (City Council)

From: Mary Rayme <wvgirl26241@gmail.com>
Sent: Thursday, September 11, 2025 9:36 AM
To: Testimony
Subject: In favor of 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,
Mary Rayme
3216 Chesley Ave Baltimore, MD 21234-7816
wvgirl26241@gmail.com

--

Leva, Anthony F (City Council)

From: Theodore Wilhite <theodore.wilhite@gmail.com>
Sent: Thursday, September 11, 2025 9:28 AM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I really love Baltimore and want it to stay affordable so I can grow my family here. Please pass all the housing bills asap!!!

You're doing such important work rising to the biggest challenge of our times.

Teddy

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

From: **Cohen, Zeke (City Council)** <Zeke.Cohen@baltimorecity.gov>
Date: Thu, Sep 11, 2025 at 9:08 AM
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065
To: theodore.wilhite@gmail.com <theodore.wilhite@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: theodore.wilhite@everyactionadvocacy.com <theodore.wilhite@everyactionadvocacy.com> on behalf of Theodore Wilhite <theodore.wilhite@everyactionadvocacy.com>
Sent: Wednesday, September 10, 2025 3:04 PM
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.

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,

Theodore Wilhite

[3123 Crittenton Pl Baltimore, MD 21211-2719](https://www.baltimorecity.gov/locations/default/standard/3123-crittenton-pl)

theodore.wilhite@gmail.com

Leva, Anthony F (City Council)

From: Jack Shock <jackshck@gmail.com>
Sent: Thursday, September 11, 2025 9:21 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Good morning,

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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,
Jack Shock
[935 N Calvert St Baltimore, MD 21202-3733](https://www.baltimorecity.gov/locations/default/default.aspx?tabid=111)
jackshck@gmail.com

Leva, Anthony F (City Council)

From: Ivan Ginsberg <iginsberg10@gmail.com>
Sent: Thursday, September 11, 2025 9:17 AM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Council Members,

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Sincerely,
Mr. Ivan Ginsberg
2704 E Fairmount Ave Baltimore, MD 21224-1237
iginsberg10@gmail.com

--
Ivan Ginsberg
Finance Associate at Center for American Progress

<https://www.americanprogress.org/>
iginsberg10@gmail.com | 917-613-7111

Leva, Anthony F (City Council)

From: loparjay@everyactioncustom.com on behalf of Jay Lazar
<loparjay@everyactioncustom.com>
Sent: Thursday, September 11, 2025 9:17 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 Jay Lazar
5506 Rusk Ave Baltimore, MD 21215-4133
loparjay@gmail.com

Leva, Anthony F (City Council)

From: Chris Plano <chris.e.plano@gmail.com>
Sent: Thursday, September 11, 2025 9:16 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. Chris Plano
[4202 Elsrode Ave](#) [Baltimore, MD 21214-3105](#)

Leva, Anthony F (City Council)

From: Kennedy Smith <kennedy@ilsr.org>
Sent: Thursday, September 11, 2025 9:15 AM
To: Testimony
Subject: Testimony in support of Council Bill 25-0065
Attachments: 2025-09-11 - Baltimore City Council re parking minimums.pdf

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Kennedy Smith
Senior Researcher
Institute for Local Self-Reliance

[ILSR](#) | [LinkedIn](#) | [BlueSky](#)

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Thursday, September 11, 2025 9:07 AM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: Health Commissioner Letter of Support.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

Other / Non Listed

Name	Monica Guerrero Vazquez
Affiliation	Johns Hopkins University/Centro SOL
Email	mguerre3@jhmi.edu
Phone Number	(443) 447-4404
Address	3609 Woodlea Ave, Baltimore, MD, 21224
Position	Support
Type of Testimony	Written
Upload Testimony	Health Commissioner Letter of Support.pdf

Leva, Anthony F (City Council)

From: iginsberg10@everyactioncustom.com on behalf of Ivan Ginsberg <iginsberg10@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:56 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,

Mr. Ivan Ginsberg

2704 E Fairmount Ave Baltimore, MD 21224-1237 iginsberg10@gmail.com

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Thursday, September 11, 2025 8:50 AM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: PJC 25-0065 FAV.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Matt Hill
Affiliation	Public Justice Center
Email	hillm@publicjustice.org
Phone Number	(410) 625-9409
Address	201 N. Charles St., Ste 1200, baltimore, md, 21201
Position	Support
Type of Testimony	Both
Upload Testimony	PJC 25-0065 FAV.pdf

Leva, Anthony F (City Council)

From: paigecspencer@everyactioncustom.com on behalf of Paige Spencer
<paigecspencer@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:48 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,
Paige Spencer
309 E 29th St Baltimore, MD 21218-4118
paigecspencer@gmail.com

Leva, Anthony F (City Council)

From: paigecspencer@everyactioncustom.com on behalf of Paige Spencer
<paigecspencer@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:48 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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309 E 29th St Baltimore, MD 21218-4118
paigecspencer@gmail.com

Leva, Anthony F (City Council)

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<paigecspencer@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:48 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms Paige Spencer
309 E 29th St Baltimore, MD 21218-4118
paigecspencer@gmail.com

Leva, Anthony F (City Council)

From: dahous1@everyactioncustom.com on behalf of David House <dahous1@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:46 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 David House
710 S Beechfield Ave Baltimore, MD 21229-4423 dahous1@umbc.edu

Leva, Anthony F (City Council)

From: j@everyactioncustom.com on behalf of Jared Nielsen <j@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:33 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 Jared Nielsen
1915 Fairbank Rd Baltimore, MD 21209-3621 j@diy.email

Leva, Anthony F (City Council)

From: beckman.colin@everyactioncustom.com on behalf of Colin Beckman
<beckman.colin@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:30 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Colin Beckman
1606 Barclay St Baltimore, MD 21202-2909 beckman.colin@gmail.com

Leva, Anthony F (City Council)

From: chris.e.plano@everyactioncustom.com on behalf of Chris Plano
<chris.e.plano@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:20 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. Chris Plano
4202 Elsrode Ave Baltimore, MD 21214-3105 chris.e.plano@gmail.com

Leva, Anthony F (City Council)

From: chris.e.plano@everyactioncustom.com on behalf of Chris Plano
<chris.e.plano@everyactioncustom.com>
Sent: Thursday, September 11, 2025 8:19 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Dr. Chris Plano
4202 Elsrode Ave Baltimore, MD 21214-3105 chris.e.plano@gmail.com

Leva, Anthony F (City Council)

From: reillyfurellis@everyactioncustom.com on behalf of Reilly Furellis
<reillyfurellis@everyactioncustom.com>
Sent: Thursday, September 11, 2025 7:59 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Reilly Furellis
3241 Chestnut Ave Baltimore, MD 21211-2718 reillyfurellis@gmail.com

Leva, Anthony F (City Council)

From: bobwag@everyactioncustom.com on behalf of Bob Wagner
<bobwag@everyactioncustom.com>
Sent: Thursday, September 11, 2025 7:14 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Bob Wagner
3337 Falls Rd Baltimore, MD 21211-2404
bobwag@gmail.com

Leva, Anthony F (City Council)

From: proteusyo@everyactioncustom.com on behalf of Yo Kumm
<proteusyo@everyactioncustom.com>
Sent: Thursday, September 11, 2025 7:07 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Ms. Yo Kumm

1106 Roland Heights Ave Baltimore, MD 21211-1240 proteusyo@gmail.com

Leva, Anthony F (City Council)

From: abbysnail@everyactioncustom.com on behalf of Abigail Martin
<abbysnail@everyactioncustom.com>
Sent: Thursday, September 11, 2025 7:03 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Abigail Martin
1632 Hollins St Baltimore, MD 21223-2429 abbysnail@gmail.com

Leva, Anthony F (City Council)

From: Alex Andelsman <AAndelsman@marylandbuilders.org>
Sent: Thursday, September 11, 2025 7:01 AM
To: Testimony
Subject: MBIA Letter of Support Bill 25-0065
Attachments: MBIA Letter of Support Bill 25-0065.docx

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Good Morning,

Please accept the attached as MBIA's testimony for Bill 25-0065. Thank you for your time and consideration.

Best,

Alex Andelsman
Government Affairs Manager
aandelsman@marylandbuilders.org
[Maryland Building Industry Association](#)
[11825 W. Market Place](#)
[Fulton, MD 20759](#)
Office: [301-476-4136](tel:301-476-4136)
Mobile: [301-461-2384](tel:301-461-2384)

Leva, Anthony F (City Council)

From: pkmorrell@everyactioncustom.com on behalf of Peter Morrill
<pkmorrell@everyactioncustom.com>
Sent: Thursday, September 11, 2025 6:30 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Peter Morrill
217 W 27th St Baltimore, MD 21211-3002
pkmorrell@gmail.com

Leva, Anthony F (City Council)

From: rjarmenti@everyactioncustom.com on behalf of Robert Armenti
<rjarmenti@everyactioncustom.com>
Sent: Thursday, September 11, 2025 6:27 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

CAUTION: This email originated from outside of Baltimore City IT Network Systems.

Reminder: DO NOT click links or open attachments unless you recognize the sender and know that the content is safe. Report any suspicious activities using the Report Phishing Email Button, or by emailing to Phishing@baltimorecity.gov

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,
Robert Armenti
4100 N Charles St Apt 309 Baltimore, MD 21218-1058 rjarmenti@hotmail.com

Leva, Anthony F (City Council)

From: heatherhax@everyactioncustom.com on behalf of Heather Hax
<heatherhax@everyactioncustom.com>
Sent: Thursday, September 11, 2025 5:55 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 have read the message below and I endorse this campaign. Walkable and bikeable cities are key to quality of life

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,
Dr. Heather Hax
1442 Redfern Ave Baltimore, MD 21211-1529 heatherhax@gmail.com

Leva, Anthony F (City Council)

From: agrube@everyactioncustom.com on behalf of Alex Grube
<agrube@everyactioncustom.com>
Sent: Thursday, September 11, 2025 5:15 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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I am writing in support of Baltimore City Council 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,
Mr. Alex Grube
124 W Clement St Baltimore, MD 21230-4237 agrube@gmail.com

Leva, Anthony F (City Council)

From: lezleekay@everyactioncustom.com on behalf of Leslie Kopchinski
<lezleekay@everyactioncustom.com>
Sent: Thursday, September 11, 2025 4:46 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,
Leslie Kopchinski
4638 Harcourt Rd Baltimore, MD 21214-3338 lezleekay@gmail.com

Leva, Anthony F (City Council)

From: eriehl@everyactioncustom.com on behalf of Emily Riehl
<eriehl@everyactioncustom.com>
Sent: Thursday, September 11, 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,
Dr Emily Riehl
22 W Chase St Baltimore, MD 21201-5405
eriehl@jhu.edu

Leva, Anthony F (City Council)

From: jgellersw@everyactioncustom.com on behalf of Judith Geller
<jgellersw@everyactioncustom.com>
Sent: Thursday, September 11, 2025 12:39 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,
Judith Geller
3143 Abell Ave Baltimore, MD 21218-3412 jgellersw@aol.com

Leva, Anthony F (City Council)

From: isaakmertz@everyactioncustom.com on behalf of Isaak Mertz
<isaakmertz@everyactioncustom.com>
Sent: Thursday, September 11, 2025 12:13 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,
Isaak Mertz
645 N Paca St Baltimore, MD 21201-1919
isaakmertz@gmail.com

Leva, Anthony F (City Council)

From: cdemario42@everyactioncustom.com on behalf of Caleb DeMario <cdemario42@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 11:27 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,
Caleb DeMario
3204 Rosekemp Ave Baltimore, MD 21214-3211 cdemario42@gmail.com

Leva, Anthony F (City Council)

From: Michael Scepaniak <michael@baltpop.org>
Sent: Wednesday, September 10, 2025 11:24 PM
To: rdorsey
Cc: Leva, Anthony F (City Council); Nicholes, Ash (City Council); Weiss, Sumner (City Council)
Subject: Re: Land Use & Transportation Committee - written testimony

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Councilman Dorsey,

Were these pieces of testimony received and distributed successfully?

Mike...

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

On Sun, Sep 7, 2025, at 10:17 PM, Michael Scepaniak wrote:

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](#)

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

Leva, Anthony F (City Council)

From: dreichley@everyactioncustom.com on behalf of Dave Reichley
<dreichley@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 11:13 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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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. Dave Reichley
3809 Keswick Rd Baltimore, MD 21211-2244 dreichley@gmail.com

Leva, Anthony F (City Council)

From: abigail.eisley@everyactioncustom.com on behalf of Abigail Eisley
<abigail.eisley@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 11:02 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Abigail Eisley
5817 Merville Ave Baltimore, MD 21215-4157 abigail.eisley@gmail.com

Leva, Anthony F (City Council)

From: njacobtobias@everyactioncustom.com on behalf of Noah Tobias
<njacobtobias@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 11:01 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,
Noah Tobias
202 E Read St Baltimore, MD 21202-3703
njacobtobias@gmail.com

Leva, Anthony F (City Council)

From: vanessakelly331@everyactioncustom.com on behalf of Vanessa Kelly <vanessakelly331@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 10:43 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 Vanessa Kelly
4505 Parkmont Ave Baltimore, MD 21206-2757 vanessakelly331@gmail.com

Leva, Anthony F (City Council)

From: jithiny@everyactioncustom.com on behalf of Jithin Yohannan
<jithiny@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 10:28 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,
Jithin Yohannan
5 S Linwood Ave Baltimore, MD 21224-2245 jithiny@gmail.com

Leva, Anthony F (City Council)

From: max0787@everyactioncustom.com on behalf of Nicole Hartig <max0787@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 10:22 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.

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.

The above is a form's words, rather than my own, but I agree wholeheartedly with every word, which is why I left it as is. The path to a vibrant, thriving city is through localized employment opportunities, and the only way those opportunities can become a sustainable reality is through growing a sufficient population base, especially one not reliant on cars for transportation. Baltimore City can't achieve this through the inherent sprawl and low density of SFH dominance. We need more dense housing options, and I support any bill which targets that goal.

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. Nicole Hartig
2917 Glenmore Ave Baltimore, MD 21214-1709 max0787@gmail.com

Leva, Anthony F (City Council)

From: antigonemydear@everyactioncustom.com on behalf of Aaeron Robb
<antigonemydear@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 10:13 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,
Ms. Aaeron Robb
6130 Chinquapin Pkwy Baltimore, MD 21239-1905 antigonemydear@gmail.com

Leva, Anthony F (City Council)

From: tojjones@everyactioncustom.com on behalf of Tyler Jones
<tojjones@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 10:00 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 want a Baltimore where development is possible, where our streets and buildings aren't half-allocated to car storage, where people want to move, live, work and start a family. I hope you will support these bills and future bills that encourage affordable housing, development, and transit. Thank you!

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. Tyler Jones
3028 Abell Ave Baltimore, MD 21218-3912 tojjones@gmail.com

Leva, Anthony F (City Council)

From: kristiewoods79@everyactioncustom.com on behalf of K Woods <kristiewoods79@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:56 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,

K Woods

1212 N Calvert St # 4 Baltimore, MD 21202-4877 kristiewoods79@gmail.com

Leva, Anthony F (City Council)

From: jackshck@everyactioncustom.com on behalf of Jack Shock
<jackshck@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:46 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,
Jack Shock
935 N Calvert St Baltimore, MD 21202-3733 jackshck@gmail.com

Leva, Anthony F (City Council)

From: kreedpetty@everyactioncustom.com on behalf of Kate Petty
<kreedpetty@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:39 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,
Ms Kate Petty
1901 Park Ave Baltimore, MD 21217-4830
kreedpetty@gmail.com

Leva, Anthony F (City Council)

From: efurigab9@everyactioncustom.com on behalf of Eloise Brown <efurigab9@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:35 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,
Mrs Eloise Brown
705 Glen Allen Dr Baltimore, MD 21229-1423 efurigab9@gmail.com

Leva, Anthony F (City Council)

From: jbfertig@everyactioncustom.com on behalf of Justin Fertig
<jbfertig@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:29 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, while lowering construction costs. These lower costs will provide an added incentive for developers to pursue and complete projects that would otherwise not be built, especially on smaller infill lots.

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 for a particular property or project. 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,
Justin Fertig
1101 Falls Hill Dr Baltimore, MD 21211-1618 jbfertig@yahoo.com

Leva, Anthony F (City Council)

From: laurieaw101@everyactioncustom.com on behalf of Laurie Wilmot <laurieaw101@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:26 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. This will help increase natural light and improve indoor air quality that are both important for human health!

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. This should help Baltimore continue to grow the population.

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. There are already exemptions in place in Baltimore. Developers can decide based on the projected demand how much parking to build.

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. Laurie Wilmot

824 N Calvert St Apt 516 Baltimore, MD 21202-4994 laurieaw101@comcast.net

Leva, Anthony F (City Council)

From: j.thrul@everyactioncustom.com on behalf of Johannes Thrul
<j.thrul@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:23 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,
Johannes Thrul
3163 Keswick Rd Baltimore, MD 21211-2737 j.thrul@gmail.com

Leva, Anthony F (City Council)

From: ethanchorn@everyactioncustom.com on behalf of Ethan Horn
<ethanchorn@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:17 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. Ethan Horn
332 E University Pkwy Baltimore, MD 21218-2845 ethanchorn@gmail.com

Leva, Anthony F (City Council)

From: zkaufman43@everyactioncustom.com on behalf of Zachary Kaufman <zkaufman43@everyactioncustom.com>
Sent: Wednesday, September 10, 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.

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. Zachary Kaufman
510 E Fort Ave Baltimore, MD 21230-4751 zkaufman43@gmail.com

Leva, Anthony F (City Council)

From: kbar720@everyactioncustom.com on behalf of Katherine Barrett Zywan <kbar720@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 9:00 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,
Ms. Katherine Barrett Zywan
3914 Beech Ave Baltimore, MD 21211-2224 kbar720@aol.com

Leva, Anthony F (City Council)

From: meredithpurvis@everyactioncustom.com on behalf of Meredith Purvis
<meredithpurvis@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:51 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.

For Baltimore to grow, it has to be a city where people at every stage of life can put down roots—whether that’s young families, single people just starting out, or professionals who want to stay and invest here. Bill #25-0062 makes it easier to design buildings with layouts that work for more people—apartments with more bedrooms, more windows, and better airflow.

Much of our housing was built before today’s bulk and yard rules came into play. Bill #25-0064 would update those rules so we can build a wider range of housing types—both larger and smaller homes—so people with different incomes and needs can find the right fit in more neighborhoods.

Parking is one of the biggest costs in building new housing, and the city’s minimum requirements only make it more expensive. They raise rents and home prices for everyone, even those who don’t own a car. They also take up space that could be used for housing or small businesses, and they make neighborhoods less walkable. Bill #25-0065 would remove those outdated rules and let builders or homeowners decide how much parking makes sense. Cities that have taken this step have seen housing become more affordable, neighborhoods more walkable, and local businesses stronger. Together, these three bills line up with the city’s comprehensive plan and move us toward a Baltimore that’s more affordable, more walkable, and more welcoming for everyone who wants to call it 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 Meredith Purvis
3020 N Calvert St Baltimore, MD 21218-3965 meredithpurvis@gmail.com

Leva, Anthony F (City Council)

From: ufdelcastillo@everyactioncustom.com on behalf of Ursula Fernandez del Castillo
<ufdelcastillo@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:42 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,
Ursula Fernandez del Castillo
1 S Collington Ave Baltimore, MD 21231-2012 ufdelcastillo@gmail.com

Leva, Anthony F (City Council)

From: pcgriffith@everyactioncustom.com on behalf of Peter Griffith
<pcgriffith@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:39 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,
Dr. Peter Griffith
2412 Ken Oak Rd Baltimore, MD 21209-4310 pcgriffith@mac.com

Leva, Anthony F (City Council)

From: dave@everyactioncustom.com on behalf of David Zielnicki PLA
<dave@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:37 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 a professional landscape architect and urban designer living and working in Baltimore, I urge you to consider the great benefit these bills pose to the livability and beauty of our City. #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,
Mr. David Zielnicki PLA
604 W 34th St Baltimore, MD 21211-2603
dave@unknownstudio.la

Leva, Anthony F (City Council)

From: gtaylor@everyactioncustom.com on behalf of gregory taylor
<gtaylor@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:22 PM
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,
mr gregory taylor
4321 Mainfield Ave Baltimore, MD 21214-2840 gtaylor@umaryland.edu

Leva, Anthony F (City Council)

From: Jed Weeks <jed@bikemore.net>
Sent: Wednesday, September 10, 2025 8:21 PM
To: Testimony
Subject: Fwd: Bikemore and CMTA letter on 3 Housing Ordinances
Attachments: Bikemore and CMTA on 3 Housing Ordinances.pdf

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sent from mobile

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

From: Brian O'Malley <bomalley@cmtalliance.org>
Date: Wed, Sep 10, 2025, 19:16
Subject: Bikemore and CMTA letter on 3 Housing Ordinances
To: rdorsey <ryan.dorsey@baltimorecity.gov>
Cc: Jed Weeks <jed@bikemore.net>, Eric Norton <enorton@cmtalliance.org>

Hello Chair Dorsey,

Please see the attached letter jointly from Bikemore and the Central Maryland Transportation Alliance.

Brian

Brian O'Malley

President & CEO

Central Maryland Transportation Alliance

(410)419-5374

www.cmtalliance.org

@cmtalliance

Leva, Anthony F (City Council)

From: krystina.b.alfano@everyactioncustom.com on behalf of Krystina Alfano
<krystina.b.alfano@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:20 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,

Krystina Alfano

216 E Lafayette Ave Baltimore, MD 21202-2835 krystina.b.alfano@gmail.com

Leva, Anthony F (City Council)

From: jayxshao@everyactioncustom.com on behalf of Jay Shao
<jayxshao@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:14 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.

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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,

Jay Shao

1327 Medfield Ave Baltimore, MD 21211-1526 jayxshao@protonmail.com

Leva, Anthony F (City Council)

From: matthewmaterkowski@everyactioncustom.com on behalf of Matthew Materkowski
<matthewmaterkowski@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:08 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,

Mr. Matthew Materkowski

319 Hawthorne Rd Baltimore, MD 21210-2302 matthewmaterkowski@gmail.com

Leva, Anthony F (City Council)

From: wvgirl26241@everyactioncustom.com on behalf of Mary Rayme <wvgirl26241@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:04 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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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,
Mary Rayme
3216 Chesley Ave Baltimore, MD 21234-7816 wvgirl26241@gmail.com

Leva, Anthony F (City Council)

From: barret.i.rus@everyactioncustom.com on behalf of Barret Rus
<barret.i.rus@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:02 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,
Barret Rus
1211 S Conkling St Baltimore, MD 21224-5341 barret.i.rus@gmail.com

Leva, Anthony F (City Council)

From: lillian.mitchell@everyactioncustom.com on behalf of Lillian Mitchell
<lillian.mitchell@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 8:02 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. I am eager to see more design flexibility and corresponding housing for families - both owners and renters.

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,
Ms. Lillian Mitchell
101 Park Ln Baltimore, MD 21210-2326
lillian.mitchell@gmail.com

Leva, Anthony F (City Council)

From: bone3246@everyactioncustom.com on behalf of John Williams <bone3246@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:56 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,
Mr. John Williams
408 Montrose Ave Catonsville, MD 21228-5615 bone3246@yahoo.com

Leva, Anthony F (City Council)

From: jbyrne1@everyactioncustom.com on behalf of Luke Byrne <jbyrne1@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:46 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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. Luke Byrne
801 S Lakewood Ave Baltimore, MD 21224-3843 jbyrne1@umbc.edu

Leva, Anthony F (City Council)

From: natalie.spicyn@everyactioncustom.com on behalf of natalie spicyn
<natalie.spicyn@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:45 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.

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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. natalie spicyn
3933 Keswick Rd Baltimore, MD 21211-2227 natalie.spicyn@gmail.com

Leva, Anthony F (City Council)

From: anna.ellis2222@everyactioncustom.com on behalf of Anna Ellis <anna.ellis2222@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:41 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. Anna Ellis
1207 W 40th St Baltimore, MD 21211-1726 anna.ellis2222@gmail.com

Leva, Anthony F (City Council)

From: grantcorley@everyactioncustom.com on behalf of Grant Corley
<grantcorley@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:34 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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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. Grant Corley
113 N Ellwood Ave Baltimore, MD 21224-1308 grantcorley@gmail.com

Leva, Anthony F (City Council)

From: kneel@everyactioncustom.com on behalf of Neil Cooler
<kneel@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:33 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'm including the text from Bikemore below, but to drive this home I am a resident in your district that supports all three of these bills as I believe they will improve the city's density and affordability, with lower impacts to the environment.

Thank you!

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,
Mr. Neil Cooler
2706 N Calvert St Baltimore, MD 21218-4404 kneel@digitaldefection.net

Leva, Anthony F (City Council)

From: MattOberdier@everyactioncustom.com on behalf of Matt Oberdier
<MattOberdier@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:27 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,

Dr. Matt Oberdier

1010 McDonogh St Baltimore, MD 21205-1110 MattOberdier@HotMail.com

Leva, Anthony F (City Council)

From: maehanzlik@everyactioncustom.com on behalf of Aravind Boddupalli
<maehanzlik@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:12 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.

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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. Aravind Boddupalli
1819 Eutaw Pl Baltimore, MD 21217-6101
maehanzlik@gmail.com

Leva, Anthony F (City Council)

From: lynn timer.moore@everyactioncustom.com on behalf of Carolyn Moore
<lynn timer.moore@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:11 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 Carolyn Moore
843 Powers St Baltimore, MD 21211-2511
lynn timer.moore@gmail.com

Leva, Anthony F (City Council)

From: ryanjeffries91@everyactioncustom.com on behalf of Ryan Jeffries <ryanjeffries91@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:06 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. Ryan Jeffries
1314 Valley St Baltimore, MD 21202-5614 ryanjeffries91@gmail.com

Leva, Anthony F (City Council)

From: rowhawn@everyactioncustom.com on behalf of Rohan Pathare
<rowhawn@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:05 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. Rohan Pathare
2830 Maryland Ave Baltimore, MD 21218-4028 rowhawn@gmail.com

Leva, Anthony F (City Council)

From: dbeier@everyactioncustom.com on behalf of Drew Beier
<dbeier@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:02 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. Drew Beier

1115 Riverside Ave Baltimore, MD 21230-4119 dbeier@smp-architects.com

Leva, Anthony F (City Council)

From: tonydefranco@everyactioncustom.com on behalf of Tony Defranco
<tonydefranco@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:02 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. Tony Defranco
520 Park Ave Apt 505 Baltimore, MD 21201-4780 tonydefranco@gmail.com

Leva, Anthony F (City Council)

From: paigecspencer@everyactioncustom.com on behalf of Paige Spencer
<paigecspencer@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:01 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,
Paige Spencer
309 E 29th St Baltimore, MD 21218-4118
paigecspencer@gmail.com

Leva, Anthony F (City Council)

From: jflec415@everyactioncustom.com on behalf of Jordan Fleck <jflec415@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 6:59 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,
Jordan Fleck
320 S Gilmore St Baltimore, MD 21223-3161 jflec415@hotmail.com

Leva, Anthony F (City Council)

From: noppenbd@everyactioncustom.com on behalf of David Noppenberger
<noppenbd@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 6:59 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 Noppenberger
327 E 30th St Baltimore, MD 21218-3933
noppenbd@gmail.com

Leva, Anthony F (City Council)

From: joannanicolekriss@everyactioncustom.com on behalf of Joanna Kriss
<joannanicolekriss@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 6:27 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,
Joanna Kriss
625 Oldham St Baltimore, MD 21224-4521
joannanicolekriss@gmail.com

Leva, Anthony F (City Council)

From: babyruth0300@everyactioncustom.com on behalf of Tyler Ruth <babyruth0300@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 6:20 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Tyler Ruth
242 S Bouldin St Baltimore, MD 21224-2315 babyruth0300@gmail.com

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Wednesday, September 10, 2025 5:35 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: Health Care for the Homeless Testimony_CCB 25-0064 - Bulk and Yard Requirements.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0064 - Zoning – Bulk and Yard Requirements - Amendments

Name	Joanna Diamond
Affiliation	Health Care for the Homeless (Baltimore)
Email	jdiamond@hchmd.org
Phone Number	(443) 838-7867
Address	421 Fallsway, Baltimore, MD, 21212
Position	Support
Type of Testimony	Written
Upload Testimony	Health Care for the Homeless Testimony_CCB 25-0064 - Bulk and Yard Requirements.pdf

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Wednesday, September 10, 2025 5:36 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: Health Care for the Homeless Testimony_CCB 25-0065 - Eliminating Off-Street Parking Requirements.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Joanna Diamond
Affiliation	Health Care for the Homeless (Baltimore)
Email	jdiamond@hchmd.org
Phone Number	(443) 838-7867
Address	421 Fallsway, Baltimore, MD, 21212
Position	Support
Type of Testimony	Written
Upload Testimony	Health Care for the Homeless Testimony_CCB 25-0065 - Eliminating Off-Street Parking Requirements.pdf

Leva, Anthony F (City Council)

From: justinduvall@everyactioncustom.com on behalf of Justin Duvall
<justinduvall@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 4:00 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. Justin Duvall
1418 Mill Race Rd Baltimore, MD 21211-2325 justinduvall@gmail.com

Leva, Anthony F (City Council)

From: Jody Landers <jodylanders3@gmail.com>
Sent: Wednesday, September 10, 2025 3:59 PM
To: Testimony
Subject: Statement Opposing CCB 25-0064 and 25-0065
Attachments: The Case Against Zoning Bills 25-0064, 25-0065.pdf

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I am hereby submitting my statement opposing the passage of the CCB bills 25-0064 and 25-0065. The bills are scheduled for a hearing in front of the Land Use Committee, on Thursday, Sept. 11th at 10:00 am.

Jody Landers

Leva, Anthony F (City Council)

From: theodore.wilhite@everyactioncustom.com on behalf of Theodore Wilhite
<theodore.wilhite@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 3:04 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,

Theodore Wilhite

3123 Crittenton Pl Baltimore, MD 21211-2719 theodore.wilhite@gmail.com

Leva, Anthony F (City Council)

From: Maria Pecora <maria.elena.pecora@gmail.com>
Sent: Wednesday, September 10, 2025 12:46 PM
To: Testimony
Subject: Fwd: Please Oppose Transfer Station Relocation

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Thanks,

Maria Pecora

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

From: Maria Pecora <maria.elena.pecora@gmail.com>
Date: Wed, Sep 10, 2025 at 12:04 PM
Subject: Please Oppose Transfer Station Relocation
To: <zeke.cohen@baltimorecity.gov>

Dear Council President Cohen,

I am writing as a resident of Baltimore to urge you to oppose the relocation of the city's transfer station. This decision would have a direct impact on neighborhoods in Districts 2, 4, 6, 9, and 10 — all of which already host existing transfer stations. Relocation would place an unnecessary burden on our communities, while also diverting public funds toward paying rent to a private company.

Instead, I strongly encourage you to support the original idea: if redevelopment plans for Sisson West prove satisfactory, the City should sell that land and use the proceeds to upgrade existing facilities. This approach would not only modernize infrastructure but also deliver direct benefits to residents in your district and throughout Baltimore.

Please prioritize a plan that improves services for constituents rather than outsourcing public responsibility. I urge you to stand with residents and oppose relocation.

Thank you for your time and leadership.

Sincerely,

Maria Pecora

109 W Monument St

Baltimore, MD 21201

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Wednesday, September 10, 2025 10:29 AM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: Testimony 25-0065 Removing Off-Street Reqs.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name Leila Kohler-Frueh

Affiliation Habitat Chesapeake

Email lfrueh@habitatchesapeake.org

Phone Number (443) 297-5241

Address 3741 Commerce Drive, Suite 309, Baltimore, MD, 21227

Position Support

Type of Testimony Written

Upload Testimony [Testimony 25-0065 Removing Off-Street Reqs.pdf](#)

Leva, Anthony F (City Council)

From: Blanchard, Zachary (City Council)
Sent: Wednesday, September 10, 2025 9:59 AM
To: 2ST; Testimony; Torrence, James (City Council); Cohen, Zeke (City Council); Schleifer, Isaac (City Council)
Subject: Re: Bill 25-0064

Stephen,

Thank you for reaching out with your concern. To clarify one point, there is effectively no change to building height under 25-0064. The only change is to allow 45 feet height limits for rowhomes on widest streets as "By Right," rather than "Conditional by [Zoning] Board." This conditional use is already always approved by the zoning board, so there is no real change to the outcome, outside of a little less red tape for the homeowner.



Zac Blanchard
Councilmember, District 11
Office: (410) 396-4816

From: 2ST <shtopping@gmail.com>
Sent: Wednesday, September 10, 2025 9:12 AM
To: Testimony <Testimony@baltimorecity.gov>; Torrence, James (City Council) <James.Torrence@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; Schleifer, Isaac (City Council) <Isaac.Schleifer@baltimorecity.gov>; Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>
Subject: Bill 25-0064

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City Leaders,

Please submit my testimony for the record.

Respectfully,

Stephen Topping
Federal Hill Resident

Leva, Anthony F (City Council)

From: Joan Floyd <joanlfloyd@hotmail.com>
Sent: Wednesday, September 10, 2025 9:14 AM
To: Testimony
Subject: Bill 25-0064 -- Two Opposition Documents
Attachments: Bill 25-0064 -- Rebuttal of Planning Report.pdf; Bill 25-0064 -- Some Questions.pdf

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To the Land Use Committee:

Attached please find two documents for distribution to the Committee before tomorrow's hearing, and for inclusion in the official bill file.

- Joan Floyd, 2828 N. Howard Street

Leva, Anthony F (City Council)

From: 2ST <shtopping@gmail.com>
Sent: Wednesday, September 10, 2025 9:13 AM
To: Testimony; Torrence, James (City Council); Cohen, Zeke (City Council); Schleifer, Isaac (City Council); Blanchard, Zachary (City Council)
Subject: Bill 25-0064
Attachments: Bill 25-0064.pdf

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Please submit my testimony for the record.

Respectfully,

Stephen Topping
Federal Hill Resident

Leva, Anthony F (City Council)

From: me@everyactioncustom.com on behalf of Youssef Mahmoud
<me@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:56 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,
Youssef Mahmoud
33 N Potomac St Baltimore, MD 21224-1336 me@eusseph.org

Leva, Anthony F (City Council)

From: serra.sippel@everyactioncustom.com on behalf of Serra Sippel
<serra.sippel@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:52 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Serra Sippel
21 W Hughes St Baltimore, MD 21230-3843 serra.sippel@gmail.com

Leva, Anthony F (City Council)

From: sethzgold@everyactioncustom.com on behalf of Seth Goldberg
<sethzgold@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 7:17 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Seth Goldberg
614 S Potomac St Baltimore, MD 21224-3907 sethzgold@gmail.com

Leva, Anthony F (City Council)

From: emily.g.raymond@everyactioncustom.com on behalf of Emily McDonnell
<emily.g.raymond@everyactioncustom.com>
Sent: Wednesday, September 10, 2025 2:54 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mrs. Emily McDonnell
117 S Exeter St Baltimore, MD 21202-4501 emily.g.raymond@gmail.com

Leva, Anthony F (City Council)

From: Paul Converse <teklemikel@yahoo.com>
Sent: Tuesday, September 9, 2025 10:00 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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From: teklemikel@everyactionadvocacy.com <teklemikel@everyactionadvocacy.com> on behalf of Paul Converse <teklemikel@everyactionadvocacy.com>
Sent: Monday, September 8, 2025 8:34 PM
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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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,
Dr. Paul Converse

601 Stamford Rd Baltimore, MD 21229-2340
teklemikel@yahoo.com

Leva, Anthony F (City Council)

From: jeffreykrum@everyactioncustom.com on behalf of Jeff Krum
<jeffreykrum@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 5:38 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.

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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. Jeff Krum
524 Canton Ct Baltimore, MD 21224-3969
jeffreykrum@hotmail.com

Leva, Anthony F (City Council)

From: Savarese, Brandy (City Council)
Sent: Tuesday, September 9, 2025 5:17 PM
To: Jed Weeks, GRIA Land Use Chair; Testimony
Cc: rdorsey; Gray, Paris (City Council); Blanchard, Zachary (City Council)
Subject: RE: LOS for 25-0062, 25-0064, 25-0065

Thank you, GRIA. I have flagged your message for CM Blanchard's awareness.



Brandy Savarese

Chief of Staff, District 11

[Zac Blanchard, Councilmember](#)

Office: (410) 396-4816

Mobile: (443) 845-9298

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From: Jed Weeks, GRIA Land Use Chair <landuse@griaonline.org>
Sent: Tuesday, September 9, 2025 3:49 PM
To: Testimony <Testimony@baltimorecity.gov>
Cc: rdorsey <Ryan.Dorsey@baltimorecity.gov>; Gray, Paris (City Council) <Paris.Gray@baltimorecity.gov>; Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>
Subject: LOS for 25-0062, 25-0064, 25-0065

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Please find attached a letter of support for CBs 25- 0062, 0064, and 0065 from the Greater Remington Improvement Association.

The GRIA Land Use Committee met to evaluate these bills for consistency with the Remington Neighborhood Plan on September 3rd and voted unanimously in support. This vote was affirmed by the GRIA Board of Directors this week.

If you have any questions, please let me know.

--

Jed Weeks, Land Use Chair

 **GRIA**
www.griaonline.org

Leva, Anthony F (City Council)

From: Murphy, Louisa <lmurphy@1919ic.com>
Sent: Tuesday, September 9, 2025 4:44 PM
To: Darlene Townsend
Cc: Testimony
Subject: RE: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

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It was testimony@baltimorecity.gov – I sent this to that address (in addition to a few others)!

Louisa Murphy
Business Development Officer
1919 Investment Counsel

O: 410-454-3141 | M: 410-963-4829

www.1919ic.com

From: Darlene Townsend <ddtownsend@mac.com>
Sent: Tuesday, September 9, 2025 2:48 PM
To: Murphy, Louisa (1919ic) <lmurphy@1919ic.com>
Subject: Re: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

Thanks for this, Louisa. There was an additional email address given somewhere along the way to have the testimony officially recorded, as I recall. Let me know if you want me to dig that up for you.

Darlene

On Sep 9, 2025, at 11:39 AM, Murphy, Louisa <lmurphy@1919ic.com> wrote:

Dear Honorable Council President Cohen,

Please add my letter (below these comments) to the legislative files for each Bill referenced in the subject. I first sent this letter in July, but for whatever reason, it has yet to be included in the testimony.

Also, I am adding a link, below, to a recent Washington Post article which points out that the “national housing shortage” is actually isolated to three cities (Baltimore is NOT one of them) and that demographics and current construction projects will soon remedy those shortages.
<https://www.washingtonpost.com/opinions/2025/09/01/construction-housing-affordability-yimby-zoning/>

I don't know if you listened to the Planning Commission's recent call on these Bills, but if not, you should know that almost every comment came from someone who first identified themselves as black or brown and then went on to list the ways these Bills will negatively impact them. Many pointed out that disadvantaged neighborhoods will be disproportionately hurt by a Bill pretending to remedy the negative genesis of Single Family Zoning, while actually creating further inequities.

Finally, it's clear that in Baltimore, the only areas where demand exceeds supply are in those zoned R-1A through R-1E. So, rather than dismantling what's actually working, why don't you create more Single Family zones?

My original letter is below. Thank you for adding it to the testimony.

-Louisa

Louisa Murphy
102 Gittings Avenue
Baltimore, Maryland 21212
410-963-4829

From: Murphy, Louisa (1919ic)
Sent: Tuesday, July 15, 2025 5:11 PM
To: Ryan.Dorsey@baltimorecity.gov; Sharon.Middleton@baltimorecity.gov; CouncilPresident@BaltimoreCity.gov; paris.gray@baltimorecity.gov; zachary.blanchard@baltimorecity.gov
Cc: Conway, Mark (City Council) <mark.conway@baltimorecity.gov>
Subject: Opposition to COUNCIL BILL 25-0066

Dear Members of the Baltimore City Council,

I am a longtime resident of the historic Bellona-Gittings neighborhood, and I am writing to express my **strong opposition to City Council Bill 25-0066**, which would allow low-density multifamily dwelling units in areas currently zoned for single-family residences. I also oppose the related Bills 25-0064 and 25-0065, which would eliminate off-street parking requirements and reduce bulk and yard standards.

My family and I have lived on Gittings Avenue for 30 years. We chose this neighborhood specifically because of its single-family zoning, which has helped foster a close-knit, community-oriented environment. Bellona-Gittings experiences very low crime rates and maintains high property values compared to more densely zoned areas of the city.

While I recognize the national shortage of multifamily housing, Baltimore's more pressing issue is the lack of well-maintained, desirable single-family homes. The city already has numerous areas zoned for higher density (R-5 to R-10), making further rezoning unnecessary. Additionally, there are many vacant and abandoned properties already zoned for multifamily use that could be rehabilitated. I urge the Council to focus efforts on revitalizing those areas instead.

Is it the Council's intention to eliminate all areas in Baltimore City zoned exclusively for single-family dwellings? If so, what are the anticipated impacts on property values? It would be reasonable to anticipate values in neighborhoods impacted by your Bill to decline due to increased supply without a corresponding rise in demand—unless demand is artificially inflated by zoning changes that attract financial investors or absentee landlords. In that case, short-term price increases could come at the cost of long-term harm to historic neighborhoods and the communities they support.

The homes in my neighborhood are zoned R1-E and if that is changed to allow for greater density, MANY residents will move to the Country in search of less housing density. Please do NOT pass this terrible Bill #25-0066.

Thank you for your attention to this matter.

Sincerely,
Louisa Murphy
102 Gitting Avenue, Baltimore 21212

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Leva, Anthony F (City Council)

From: Raanan Barach <sbarach@gmail.com>
Sent: Tuesday, September 9, 2025 3:56 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Baltimore City Council Members and Land Use and Transportation Committee,

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,
Mr. Raanan Barach
[2722 Guilford Ave Baltimore, MD 21218-4415](https://www.baltimorecity.gov/2722-Guilford-Ave)
sbarach@gmail.com

Leva, Anthony F (City Council)

From: Jed Weeks, GRIA Land Use Chair <landuse@griaonline.org>
Sent: Tuesday, September 9, 2025 3:49 PM
To: Testimony
Cc: rdorsey; Gray, Paris (City Council); Blanchard, Zachary (City Council)
Subject: LOS for 25-0062, 25-0064, 25-0065
Attachments: LOS - 3 Land Use Bills .pdf

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Please find attached a letter of support for CBs 25- 0062, 0064, and 0065 from the Greater Remington Improvement Association.

The GRIA Land Use Committee met to evaluate these bills for consistency with the Remington Neighborhood Plan on September 3rd and voted unanimously in support. This vote was affirmed by the GRIA Board of Directors this week.

If you have any questions, please let me know.

--

Jed Weeks, Land Use Chair



www.griaonline.org

Leva, Anthony F (City Council)

From: Helki Philipsen <philipsen6@gmail.com>
Sent: Tuesday, September 9, 2025 3:16 PM
To: Testimony
Subject: : Support for CB #25-0062, CB #25-0064, CB #25-0065

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I grew up in Baltimore, recently started a family here, and have owned a home in Hunting Ridge since 2020. I strongly support this legislation. Our zoning code is outdated and exclusionary and these changes are much needed. Property owners will always have an interest in maximizing their property value, but it is self-defeating to prioritize Individual gain over the health of the city and our neighbors. This is classic crab pot behavior and it holds our city back.

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,
Helki Sillah
851 Glen Allen Dr Baltimore, MD 21229-1425

Sent from my iPhone

Leva, Anthony F (City Council)

From: sbarach@everyactioncustom.com on behalf of Raanan Barach
<sbarach@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 3:16 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. Raanan Barach
2722 Guilford Ave Baltimore, MD 21218-4415 sbarach@gmail.com

Leva, Anthony F (City Council)

From: philipsen6@everyactioncustom.com on behalf of Helki Sillah <philipsen6@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 12:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Helki Sillah
851 Glen Allen Dr Baltimore, MD 21229-1425 philipsen6@gmail.com

Leva, Anthony F (City Council)

From: abeckerfly@everyactioncustom.com on behalf of Abby Becker
<abeckerfly@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 12:29 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Abby Becker
3510 Greenmount Ave Baltimore, MD 21218-2508 abeckerfly@gmail.com

Leva, Anthony F (City Council)

From: Mead, Nancy (City Council)
Sent: Tuesday, September 9, 2025 11:53 AM
To: Office of Council Services
Subject: FW: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066



OFFICE OF COUNCIL SERVICES

Nancy M. Mead
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: Murphy, Louisa <lmurphy@1919ic.com>
Sent: Tuesday, September 9, 2025 11:39 AM
To: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Cc: Mead, Nancy (City Council) <Nancy.Mead@baltimorecity.gov>; Brandon M Scott <brandonm.scott@baltimorecity.gov>; neighborhoodsforzoning@gmail.com; Darlene Townsend <ddtownsend@mac.com>
Subject: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

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Dear Honorable Council President Cohen,

Please add my letter (below these comments) to the legislative files for each Bill referenced in the subject. I first sent this letter in July, but for whatever reason, it has yet to be included in the testimony.

Also, I am adding a link, below, to a recent Washington Post article which points out that the “national housing shortage” is actually isolated to three cities (Baltimore is NOT one of them) and that demographics and current construction projects will soon remedy those shortages.

<https://www.washingtonpost.com/opinions/2025/09/01/construction-housing-affordability-yimby-zoning/>

I don't know if you listened to the Planning Commission's recent call on these Bills, but if not, you should know that almost every comment came from someone who first identified themselves as black or brown and then went on to list the ways these Bills will negatively impact them. Many pointed out that disadvantaged

neighborhoods will be disproportionately hurt by a Bill pretending to remedy the negative genesis of Single Family Zoning, while actually creating further inequities.

Finally, it's clear that in Baltimore, the only areas where demand exceeds supply are in those zoned R-1A through R-1E. So, rather than dismantling what's actually working, why don't you create more Single Family zones?

My original letter is below. Thank you for adding it to the testimony.

-Louisa

Louisa Murphy
102 Gittings Avenue
Baltimore, Maryland 21212
410-963-4829

From: Murphy, Louisa (1919ic)
Sent: Tuesday, July 15, 2025 5:11 PM
To: Ryan.Dorsey@baltimorecity.gov; Sharon.Middleton@baltimorecity.gov; CouncilPresident@BaltimoreCity.gov; paris.gray@baltimorecity.gov; zachary.blanchard@baltimorecity.gov
Cc: Conway, Mark (City Council) <mark.conway@baltimorecity.gov>
Subject: Opposition to COUNCIL BILL 25-0066

Dear Members of the Baltimore City Council,

I am a longtime resident of the historic Bellona-Gittings neighborhood, and I am writing to express my **strong opposition to City Council Bill 25-0066**, which would allow low-density multifamily dwelling units in areas currently zoned for single-family residences. I also oppose the related Bills 25-0064 and 25-0065, which would eliminate off-street parking requirements and reduce bulk and yard standards.

My family and I have lived on Gittings Avenue for 30 years. We chose this neighborhood specifically because of its single-family zoning, which has helped foster a close-knit, community-oriented environment. Bellona-Gittings experiences very low crime rates and maintains high property values compared to more densely zoned areas of the city.

While I recognize the national shortage of multifamily housing, Baltimore's more pressing issue is the lack of well-maintained, desirable single-family homes. The city already has numerous areas zoned for higher density (R-5 to R-10), making further rezoning unnecessary. Additionally, there are many vacant and abandoned properties already zoned for multifamily use that could be rehabilitated. I urge the Council to focus efforts on revitalizing those areas instead.

Is it the Council's intention to eliminate all areas in Baltimore City zoned exclusively for single-family dwellings? If so, what are the anticipated impacts on property values? It would be reasonable to anticipate values in neighborhoods impacted by your Bill to decline due to increased supply without a corresponding rise

in demand—unless demand is artificially inflated by zoning changes that attract financial investors or absentee landlords. In that case, short-term price increases could come at the cost of long-term harm to historic neighborhoods and the communities they support.

The homes in my neighborhood are zoned R1-E and if that is changed to allow for greater density, MANY residents will move to the Country in search of less housing density. Please do NOT pass this terrible Bill #25-0066.

Thank you for your attention to this matter.

Sincerely,

Louisa Murphy

102 Gitting Avenue, Baltimore 21212

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Leva, Anthony F (City Council)

From: Murphy, Louisa <lmurphy@1919ic.com>
Sent: Tuesday, September 9, 2025 11:50 AM
To: Testimony
Cc: Cohen, Zeke (City Council)
Subject: FW: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

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Please include the letter below in the testimony for these Bills.

Thanks,

Louisa Murphy

From: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Sent: Tuesday, September 9, 2025 11:46 AM
To: Murphy, Louisa (1919ic) <lmurphy@1919ic.com>
Subject: Re: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

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: Murphy, Louisa <lmurphy@1919ic.com>
Sent: Tuesday, September 9, 2025 11:39 AM
To: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Cc: Mead, Nancy (City Council) <Nancy.Mead@baltimorecity.gov>; Brandon M Scott <brandonm.scott@baltimorecity.gov>; neighborhoodsforzoning@gmail.com <neighborhoodsforzoning@gmail.com>; Darlene Townsend <ddtownsend@mac.com>
Subject: Personal Opposition to City Council Bills #25-0064, #25-0065 & #25-0066

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Dear Honorable Council President Cohen,

Please add my letter (below these comments) to the legislative files for each Bill referenced in the subject. I first sent this letter in July, but for whatever reason, it has yet to be included in the testimony.

Also, I am adding a link, below, to a recent Washington Post article which points out that the “national housing shortage” is actually isolated to three cities (Baltimore is NOT one of them) and that demographics and current construction projects will soon remedy those shortages.

<https://www.washingtonpost.com/opinions/2025/09/01/construction-housing-affordability-yimby-zoning/>

I don’t know if you listened to the Planning Commission’s recent call on these Bills, but if not, you should know that almost every comment came from someone who first identified themselves as black or brown and then went on to list the ways these Bills will negatively impact them. Many pointed out that disadvantaged neighborhoods will be disproportionately hurt by a Bill pretending to remedy the negative genesis of Single Family Zoning, while actually creating further inequities.

Finally, it’s clear that in Baltimore, the only areas where demand exceeds supply are in those zoned R-1A through R-1E. So, rather than dismantling what’s actually working, why don’t you create more Single Family zones?

My original letter is below. Thank you for adding it to the testimony.

-Louisa

Louisa Murphy
102 Gittings Avenue
Baltimore, Maryland 21212
410-963-4829

From: Murphy, Louisa (1919ic)
Sent: Tuesday, July 15, 2025 5:11 PM
To: Ryan.Dorsey@baltimorecity.gov; Sharon.Middleton@baltimorecity.gov; CouncilPresident@BaltimoreCity.gov; paris.gray@baltimorecity.gov; zachary.blanchard@baltimorecity.gov

Cc: Conway, Mark (City Council) <mark.conway@baltimorecity.gov>

Subject: Opposition to COUNCIL BILL 25-0066

Dear Members of the Baltimore City Council,

I am a longtime resident of the historic Bellona-Gittings neighborhood, and I am writing to express my **strong opposition to City Council Bill 25-0066**, which would allow low-density multifamily dwelling units in areas currently zoned for single-family residences. I also oppose the related Bills 25-0064 and 25-0065, which would eliminate off-street parking requirements and reduce bulk and yard standards.

My family and I have lived on Gittings Avenue for 30 years. We chose this neighborhood specifically because of its single-family zoning, which has helped foster a close-knit, community-oriented environment. Bellona-Gittings experiences very low crime rates and maintains high property values compared to more densely zoned areas of the city.

While I recognize the national shortage of multifamily housing, Baltimore's more pressing issue is the lack of well-maintained, desirable single-family homes. The city already has numerous areas zoned for higher density (R-5 to R-10), making further rezoning unnecessary. Additionally, there are many vacant and abandoned properties already zoned for multifamily use that could be rehabilitated. I urge the Council to focus efforts on revitalizing those areas instead.

Is it the Council's intention to eliminate all areas in Baltimore City zoned exclusively for single-family dwellings? If so, what are the anticipated impacts on property values? It would be reasonable to anticipate values in neighborhoods impacted by your Bill to decline due to increased supply without a corresponding rise in demand—unless demand is artificially inflated by zoning changes that attract financial investors or absentee landlords. In that case, short-term price increases could come at the cost of long-term harm to historic neighborhoods and the communities they support.

The homes in my neighborhood are zoned R1-E and if that is changed to allow for greater density, MANY residents will move to the Country in search of less housing density. Please do NOT pass this terrible Bill #25-0066.

Thank you for your attention to this matter.

Sincerely,
Louisa Murphy
102 Gitting Avenue, Baltimore 21212

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Leva, Anthony F (City Council)

From: Joshua Black <jjblack91@gmail.com>
Sent: Tuesday, September 9, 2025 11:48 AM
To: Testimony
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.

If Baltimore wants to grow, it has to be a place where young families can put down roots. Bill #25-0062 moves us in that direction—allowing more flexible building designs that can actually fit multiple bedrooms and bring in more light and airflow. Families shouldn't have to leave the city just to find livable space.

Our zoning rules are also stuck in the past. Most of our housing was built before the current bulk and yard requirements, and those rules now block the diversity of housing types the city needs. Bill #25-0064 would fix that, making it possible to build both bigger and smaller homes. That flexibility means more choices for households across incomes and life stages, and more neighborhoods where people can actually find the kind of housing they need.

And then there's parking. Right now, outdated minimums drive up housing costs, even for residents who don't own cars. Worse, they swallow up land that could go to housing or local businesses, replacing walkable streets with car storage. Bill #25-0065 would put an end to these arbitrary requirements and let builders and homeowners decide what parking is actually needed. Cities that have done this are already seeing lower housing costs, more walkable neighborhoods, and stronger small business districts.

These three bills aren't just common sense—they're aligned with Baltimore's own comprehensive plan. Together, they're a real chance to make the city more affordable, more walkable, and more welcoming to families.

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. Joshua Black
Baltimore, MD 21230
jjblack91@gmail.com

Leva, Anthony F (City Council)

From: jjblack91@everyactioncustom.com on behalf of Joshua Black <jjblack91@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 11:42 AM
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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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. Joshua Black
1110 Key Hwy Unit 419 Baltimore, MD 21230-5038 jjblack91@gmail.com

Leva, Anthony F (City Council)

From: imessien@everyactioncustom.com on behalf of Ime Essien
<imessien@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 10:10 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,
Ime Essien
338 E University Pkwy Baltimore, MD 21218-2960 imessien@gmail.com

Leva, Anthony F (City Council)

From: Lynnsey O'Rourke <lynnseyeorourke@gmail.com>
Sent: Tuesday, September 9, 2025 9:53 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,
Lynnsey O'Rourke
2115 Saint Paul St Apt 3 Baltimore, MD 21218-5804
lynnseyeorourke@gmail.com

Leva, Anthony F (City Council)

From: Graham Coreil-Allen <graham@grahamprojects.com>
Sent: Tuesday, September 9, 2025 9:36 AM
To: Testimony; Cohen, Zeke (City Council)
Cc: Jed Weeks; rdorsey
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.

I am a public artist and placemaker living and working in Central and West Baltimore. I support this legislation! We need more housing and less costly parking to ensure Baltimore stays as affordable as possible for all working people, including artists like me and my team at Graham Projects.

We recently moved our headquarters to a warehouse in Station North that was a weird zone that should frankly not exist, Office-Residential. This OR zone encumbered our building with parking minimums and by right only allowed us to build less than four apartments. In order to make affordable artist work space and workforce housing, we need to get the parking minimums dropped and allowable density increased. We earned the support of the Charles North Community Association and the Greenmount West Community Association and with their endorsements the BMZA relieved us of the parking requirements and allowed us to build eight apartments.

This density bonus and parking relief make our development financially work. If we had been required to somehow find off-street parking and only built 3 huge apartments, the project would not have been financially viable and this warehouse would still be vacant. Thanks to the successful appeal, a formerly vacant building is now home to eight new apartments renting at 80% AMI, and one art company with a 10 year affordable lease.

I urge the Baltimore City Council to drop parking minimums all together so more infill development can happen!

I also agree with the other positions outlined by Bikemore:

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.

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,

Graham Coreil-Allen
Public Artist & Founding Principal, Graham Projects
101 E Trenton Street, Suite A, Baltimore, MD 21202

--

Graham Coreil-Allen, he/him
Public Artist & Placemaker
grahamprojects.com
graham@grahamprojects.com
[443-827-8806](tel:443-827-8806)

Leva, Anthony F (City Council)

From: Mark Treadwell <mark.treadwell@gmail.com>
Sent: Tuesday, September 9, 2025 9:38 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Members of the City Council,

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

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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. Mark Treadwell
1835 Jackson St Baltimore, MD 21230-4737
mark@thetreadwells.com

--

-mT-

Leva, Anthony F (City Council)

From: Jonathan Braymer <j.braymer@gmail.com>
Sent: Tuesday, September 9, 2025 9:33 AM
To: Testimony
Subject: Testimony

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Dear Council President Zeke Cohen,

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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. Jonathan Braymer
3134 Berkshire Rd Baltimore, MD 21214-3404
j.braymer@gmail.com

Leva, Anthony F (City Council)

From: f.furstenberg@everyactioncustom.com on behalf of Francois Furstenberg
<f.furstenberg@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 9:26 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,
Francois Furstenberg
2105 E Baltimore St Baltimore, MD 21231-2039 f.furstenberg@jhu.edu

Leva, Anthony F (City Council)

From: basketman1@everyactioncustom.com on behalf of George Frazier <basketman1@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 9:23 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,
Mr George Frazier
424 S Dallas St Baltimore, MD 21231-2325 basketman1@gmail.com

Leva, Anthony F (City Council)

From: basketman1@everyactioncustom.com on behalf of George Frazier <basketman1@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 9:21 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr George Frazier
424 S Dallas St Baltimore, MD 21231-2325 basketman1@gmail.com

Leva, Anthony F (City Council)

From: carter.t.reitman@everyactioncustom.com on behalf of Carter Reitman
<carter.t.reitman@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 8:36 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Carter Reitman
28 N Curley St Baltimore, MD 21224-1329 carter.t.reitman@gmail.com

Leva, Anthony F (City Council)

From: vegan47@everyactioncustom.com on behalf of Kristen Boss <vegan47@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 8:32 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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,
Kristen Boss
1468 Redfern Ave Baltimore, MD 21211-1529 vegan47@yahoo.com

Leva, Anthony F (City Council)

From: cfurellis@everyactioncustom.com on behalf of Charlie Furellis
<cfurellis@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 8:17 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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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 Charlie Furellis
3241 Chestnut Ave Baltimore, MD 21211-2718 cfurellis@gmail.com

Leva, Anthony F (City Council)

From: agaynor12@everyactioncustom.com on behalf of Adam Gaynor <agaynor12@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 8:16 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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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. Adam Gaynor
1100 Weldon Ave Baltimore, MD 21211-1645 agaynor12@gmail.com

Leva, Anthony F (City Council)

From: davidpgrosso@everyactioncustom.com on behalf of David Grosso
<davidpgrosso@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 8:15 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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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. David Grosso
21 W Hughes St Baltimore, MD 21230-3843 davidpgrosso@gmail.com

Leva, Anthony F (City Council)

From: Daniel Saragnese <daniel.saragnese@gmail.com>
Sent: Tuesday, September 9, 2025 6:51 AM
To: Testimony; Cohen, Zeke (City Council)
Subject: Fwd: Re: 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.

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,
Daniel Saragnese
3929 Cloverhill Rd Baltimore, MD 21218-1708
daniel.saragnese@gmail.com

Leva, Anthony F (City Council)

From: celsoguitian61@everyactioncustom.com on behalf of Celso Guitian <celsoguitian61@everyactioncustom.com>
Sent: Tuesday, September 9, 2025 4:46 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.

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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. Celso Guitian

2103 E Baltimore St Baltimore, MD 21231-2039 celsoguitian61@gmail.com

Leva, Anthony F (City Council)

From: amcozzolino@everyactioncustom.com on behalf of Aubrey Cozzolino
<amcozzolino@everyactioncustom.com>
Sent: Monday, September 8, 2025 11:25 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.

Greetings,

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,
Ms. Aubrey Cozzolino
1050 W Fayette St Baltimore, MD 21223-1931 amcozzolino@gmail.com

Leva, Anthony F (City Council)

From: mfjrunbike@everyactioncustom.com on behalf of Mark Johnson
<mfjrunbike@everyactioncustom.com>
Sent: Monday, September 8, 2025 11:08 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.

My wife and I have received moved to Baltimore and having a walkable, affordable, and safe neighborhood to essential to our quality of life.

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. Mark Johnson
4402 Roland Ave Baltimore, MD 21210-2705 mfjrunbike@gmail.com

Leva, Anthony F (City Council)

From: mark@everyactioncustom.com on behalf of Mark Treadwell
<mark@everyactioncustom.com>
Sent: Monday, September 8, 2025 10:30 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.

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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. Mark Treadwell
1835 Jackson St Baltimore, MD 21230-4737 mark@thetreadwells.com

Leva, Anthony F (City Council)

From: jenthien@everyactioncustom.com on behalf of Jennifer Thien
<jenthien@everyactioncustom.com>
Sent: Monday, September 8, 2025 9:31 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.

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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 think one of the best ways to make the city more affordable is to reduce car dependency and encourage public transportation and other transportation alternatives. Cars are a huge expense.

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. Jennifer Thien
259 S Ellwood Ave Baltimore, MD 21224-2211 jenthien@gmail.com

Leva, Anthony F (City Council)

From: lynnseyeorourke@everyactioncustom.com on behalf of Lynnsey O'rourke
<lynnseyeorourke@everyactioncustom.com>
Sent: Monday, September 8, 2025 8:52 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,

Ms. Lynnsey O'rourke

2115 Saint Paul St Apt 3 Baltimore, MD 21218-5804 lynnseyeorourke@gmail.com

(443) 980-1414

Leva, Anthony F (City Council)

From: lynnseyeorourke@everyactioncustom.com on behalf of Lynnsey ORourke
<lynnseyeorourke@everyactioncustom.com>
Sent: Monday, September 8, 2025 8:50 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,

Lynnsey ORourke

2115 Saint Paul St Apt 3 Baltimore, MD 21218-5804 lynnseyeorourke@gmail.com

Leva, Anthony F (City Council)

From: rich.reis1@everyactioncustom.com on behalf of Richard Reis <rich.reis1@everyactioncustom.com>
Sent: Monday, September 8, 2025 8:46 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,
Mr. Richard Reis
103 W 39th St Apt A2 Baltimore, MD 21210-3162 rich.reis1@gmail.com

Leva, Anthony F (City Council)

From: teklemikel@everyactioncustom.com on behalf of Paul Converse
<teklemikel@everyactioncustom.com>
Sent: Monday, September 8, 2025 8:34 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.

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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,
Dr. Paul Converse
601 Stamford Rd Baltimore, MD 21229-2340 teklemikel@yahoo.com

Leva, Anthony F (City Council)

From: kjdowdle@everyactioncustom.com on behalf of Kevin Dowdle
<kjdowdle@everyactioncustom.com>
Sent: Monday, September 8, 2025 8:14 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.

We need more housing and fewer parking spaces! These bills will encourage development and will encourage people to use better transportation methods like busses, bikes, light rail, scooters, etc

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,
Kevin Dowdle
3902 Fait Ave Baltimore, MD 21224-4331
kjdowdle@gmail.com

Leva, Anthony F (City Council)

From: j.braymer@everyactioncustom.com on behalf of Jonathan Braymer
<j.braymer@everyactioncustom.com>
Sent: Monday, September 8, 2025 7:40 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.

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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. Jonathan Braymer
3134 Berkshire Rd Baltimore, MD 21214-3404 j.braymer@gmail.com

Leva, Anthony F (City Council)

From: jlemke17@everyactioncustom.com on behalf of Jill Lemke <jlemke17@everyactioncustom.com>
Sent: Monday, September 8, 2025 7:36 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.

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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,
Jill Lemke
1230 Northview Rd Baltimore, MD 21218-1443 jlemke17@mac.com

Leva, Anthony F (City Council)

From: corainjuly@everyactioncustom.com on behalf of Coraline Karim
<corainjuly@everyactioncustom.com>
Sent: Monday, September 8, 2025 7:19 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. Coraline Karim
318 S Regester St Baltimore, MD 21231-2417 corainjuly@gmail.com

Leva, Anthony F (City Council)

From: unklewalter@everyactioncustom.com on behalf of Jessie Unterhalter
<unklewalter@everyactioncustom.com>
Sent: Monday, September 8, 2025 7:11 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 Unterhalter
415 W 28th St Baltimore, MD 21211-3027
unklewalter@gmail.com

Leva, Anthony F (City Council)

From: arholt2@everyactioncustom.com on behalf of Alex Holt <arholt2@everyactioncustom.com>
Sent: Monday, September 8, 2025 6:51 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.

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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. Alex Holt
1190 W Northern Pkwy Apt 416 Baltimore, MD 21210-1453 arholt2@comcast.net

Leva, Anthony F (City Council)

From: creaston@everyactioncustom.com on behalf of Claudia Easton
<creaston@everyactioncustom.com>
Sent: Monday, September 8, 2025 6:34 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.

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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. Claudia Easton
1208 E 35th St Baltimore, MD 21218-3030 creaston@bcps.k12.md.us

Leva, Anthony F (City Council)

From: graham@everyactioncustom.com on behalf of Graham Coreil-Allen
<graham@everyactioncustom.com>
Sent: Monday, September 8, 2025 6:32 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 am a public artist and placemaker living and working in Central and West Baltimore. I support this legislation! We need more housing and less costly parking to ensure Baltimore stays as affordable as possible for all working people, including artists like me and my team at Graham Projects.

We recently moved our headquarters to a warehouse in Station North that was a weird zone that should frankly not exist, Office-Residential. This OR zone encumbered our building with parking minimums and by right only allowed us to build less than four apartments. In order to make affordable artist work space and workforce housing, we need to get the parking minimums dropped and allowable density increase. We earned the support of the Charles North Community Association and the Greenmount West Community Association and with their endorsements the BMZA relieved us of the parking requirements and allowed us to build eight apartments.

This density bonus and parking relief make our development financially work. If we had been required to somehow find off-street parking and only built 3 huge apartments, the project would not have been financially viable and this warehouse would still be vacant. Thanks to the successful appeal, a formerly vacant building is now home to eight new apartments renting at 80% AMI, and one art company with a 10 year affordable lease.

Now make drop parking minimums all together so more infill development can happen!

I also agree with the other positions outlined by Bikemore:

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.

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. Graham Coreil-Allen

3210 Auchentoroly Ter Baltimore, MD 21217-1949 graham@grahamprojects.com

Leva, Anthony F (City Council)

From: bouches@everyactioncustom.com on behalf of christopher hadley
<bouches@everyactioncustom.com>
Sent: Monday, September 8, 2025 6:25 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.

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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,
christopher hadley
3332 Beech Ave Baltimore, MD 21211-2606 bouches@gmail.com

Leva, Anthony F (City Council)

From: ntg5040psu@everyactioncustom.com on behalf of Nate Golden
<ntg5040psu@everyactioncustom.com>
Sent: Monday, September 8, 2025 5:41 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,
Nate Golden
147 N Luzerne Ave Baltimore, MD 21224-1148 ntg5040psu@gmail.com

Leva, Anthony F (City Council)

From: scottmessenger@everyactioncustom.com on behalf of Scott Ames-Messinger
<scottmessenger@everyactioncustom.com>
Sent: Monday, September 8, 2025 4:57 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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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,
Scott Ames-Messinger
2503 Linden Ave Baltimore, MD 21217-4558 scottmessenger@gmail.com

Leva, Anthony F (City Council)

From: garygillespie80@everyactioncustom.com on behalf of Gary Gillespie <garygillespie80@everyactioncustom.com>
Sent: Monday, September 8, 2025 4:47 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,

Mr. Gary Gillespie

3206 Montebello Ter Baltimore, MD 21214-3323 garygillespie80@gmail.com

Leva, Anthony F (City Council)

From: alvarosaltoweis@everyactioncustom.com on behalf of Alvaro Morales
<alvarosaltoweis@everyactioncustom.com>
Sent: Monday, September 8, 2025 4:15 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. Alvaro Morales
3516 Foundry Mews Baltimore, MD 21211-1472 alvarosaltoweis@gmail.com

Leva, Anthony F (City Council)

From: tcimunn@everyactioncustom.com on behalf of Tim Munn
<tcimunn@everyactioncustom.com>
Sent: Monday, September 8, 2025 4:13 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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. Tim Munn
315 E 31st St Baltimore, MD 21218-3405
tcimunn@gmail.com

Leva, Anthony F (City Council)

From: ebkurtz@everyactioncustom.com on behalf of Elliott Kurtz
<ebkurtz@everyactioncustom.com>
Sent: Monday, September 8, 2025 4:07 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. Elliott Kurtz
400 W 28th St Baltimore, MD 21211-3026
ebkurtz@gmail.com

Leva, Anthony F (City Council)

From: jonmarchione@everyactioncustom.com on behalf of Jon Marchione
<jonmarchione@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:57 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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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,
Jon Marchione
3627 Buena Vista Ave Baltimore, MD 21211-1931 jonmarchione@gmail.com

Leva, Anthony F (City Council)

From: Matthew Bleakney <mbleak37@gmail.com>
Sent: Monday, September 8, 2025 3:45 PM
To: Testimony
Subject: Matthew Bleakney Comments on Bills #25-0062, #25-0064, and #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,
Matthew Bleakney
101 E Wells St Baltimore, MD 21230-4849
mbleak37@gmail.com

Leva, Anthony F (City Council)

From: mrshophoop@everyactioncustom.com on behalf of Patricia White
<mrshophoop@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:43 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 Patricia White
2200 E Lombard St Baltimore, MD 21231-2060 mrshophoop@hotmail.com

Leva, Anthony F (City Council)

From: Jonathon Poliszuk <jonpoliszuk@gmail.com>
Sent: Monday, September 8, 2025 3:39 PM
To: Testimony
Subject: Support bills #25-0062, #25-0064, and #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,
Mr. Jonathon Poliszuk
614 E 35th St Baltimore, MD 21218-2927
jonpoliszuk@gmail.com

Leva, Anthony F (City Council)

From: samantharick@everyactioncustom.com on behalf of Samantha Rick
<samantharick@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:39 PM
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,
Samantha Rick
805 W 38th St Baltimore, MD 21211-2203
samantharick@gmail.com

Leva, Anthony F (City Council)

From: o.d.larson@everyactioncustom.com on behalf of Owen Larson
<o.d.larson@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:39 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,
Owen Larson
2027 Madison Ave Baltimore, MD 21217-3861 o.d.larson@gmail.com

Leva, Anthony F (City Council)

From: jennifer.marie.yukna@everyactioncustom.com on behalf of Jennifer Yukna
<jennifer.marie.yukna@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:25 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,
Jennifer Yukna
5207 Catalpha Rd Baltimore, MD 21214-2102 jennifer.marie.yukna@gmail.com

Leva, Anthony F (City Council)

From: gsb@everyactioncustom.com on behalf of George Bova
<gsb@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:19 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,
George Bova
1000 Fell St Apt 212 Baltimore, MD 21231-3530 gsb@telamon1.us

Leva, Anthony F (City Council)

From: ellene4pj@everyactioncustom.com on behalf of Ellen E Barfield
<ellene4pj@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:18 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Cities across the country have successfully repealed arbitrary parking minimums, and seen improvements to the walkability, bikeability, affordability, and small business climate as a result. More concentrated housing helps people live without a car and without the extra land need, paving over of greenspace, and extra pollution cars bring, along with high financial impacts, as I have for the over 28 years I have lived in the Hampden neighborhood of Baltimore. Yes we need more and better mass transit, but NOT more parking or more cars.

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 Ellen E Barfield
814 Powers St Baltimore, MD 21211-2510
ellene4pj@yahoo.com

Leva, Anthony F (City Council)

From: acazier@everyactioncustom.com on behalf of Andrew Cazier
<acazier@everyactioncustom.com>
Sent: Monday, September 8, 2025 3:13 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. Andrew Cazier
2735 Huntingdon Ave Baltimore, MD 21211-3013 acazier@gmail.com

Leva, Anthony F (City Council)

From: kmr2223@everyactioncustom.com on behalf of Katrina Rodriguez <kmr2223@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:58 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.

We don't need more paved parking to increase the heat, congestion, and pollution of our city. We need more SAFE walkable and bikable neighborhoods and connections. I have said this before, but if my family and I ever decide to leave Baltimore, it will be due to it's car-centric, traffic heavy, pedestrian/bike/public transportation unfriendly nature. The city has made great strides in these areas in the past five years, with more protected bike lanes in particular. Bills #25-0064 and -0065 will add to that progress.

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,
Dr. Katrina Rodriguez
209 W 27th St Baltimore, MD 21211-3002
kmr2223@cumc.columbia.edu

Leva, Anthony F (City Council)

From: dazzfashion@everyactioncustom.com on behalf of Derrius Cropper
<dazzfashion@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:54 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. Derrius Cropper
203 W Read St Baltimore, MD 21201-4942
dazzfashion@gmail.com

Leva, Anthony F (City Council)

From: liz.flyntz@everyactioncustom.com on behalf of Elizabeth Flyntz
<liz.flyntz@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:52 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 live in walkable downtown and want to encourage this area to become more populated.

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,
Ms. Elizabeth Flyntz
22 W Chase St Baltimore, MD 21201-5405
liz.flyntz@gmail.com

Leva, Anthony F (City Council)

From: omaille sean@everyactioncustom.com on behalf of Sean O'Maille
<omaille sean@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:49 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 Sean O'Maille
1404 Union Ave Baltimore, MD 21211-1905 omaille sean@gmail.com

Leva, Anthony F (City Council)

From: dmerguerian@everyactioncustom.com on behalf of Dawn Merguerian
<dmerguerian@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:48 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Dr. Dawn Merguerian
815 Hollins St Baltimore, MD 21201-1003 dmerguerian@yahoo.com

Leva, Anthony F (City Council)

From: ted@everyactioncustom.com on behalf of Winstead Rouse
<ted@everyactioncustom.com>
Sent: Monday, September 8, 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,
Winstead Rouse
1527 Lancaster St Baltimore, MD 21231-3322 ted@heal-thy-planet.com

Leva, Anthony F (City Council)

From: Mark Armbruster <markwithnohair@gmail.com>
Sent: Monday, September 8, 2025 2:32 PM
To: Testimony
Subject: Fwd: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065

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From: markwithnohair@everyactionadvocacy.com <markwithnohair@everyactionadvocacy.com> on behalf of Mark Armbruster <markwithnohair@everyactionadvocacy.com>
Sent: Monday, September 8, 2025 1:02 PM
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,

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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. Mark Armbruster
4416 Eastway Baltimore, MD 21218-1101
markwithnohair@gmail.com

On September 8, 2025 at 2:21:02 PM, Cohen, Zeke (City Council) (zeke.cohen@baltimorecity.gov) wrote:

Good afternoon,

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

Leva, Anthony F (City Council)

From: louisew@everyactioncustom.com on behalf of Louise Wright
<louisew@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:32 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. Louise Wright
3202 Montebello Ter Baltimore, MD 21214-3323 louisew@gmail.com

Leva, Anthony F (City Council)

From: Chad Epler <cjeahc@gmail.com>
Sent: Monday, September 8, 2025 2:30 PM
To: Testimony
Subject: Fw: 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. Chad Epler
2916 Dillon St Baltimore, MD 21224-4832
cjeahc@gmail.com

Leva, Anthony F (City Council)

From: Andrew Dupuy <drewdupuy@gmail.com>
Sent: Monday, September 8, 2025 2:29 PM
To: Testimony; rdorsey; Middleton, Sharon (City Council); Blanchard, Zachary (City Council); Gray, Paris (City Council); Bullock, John (City Council); Porter, Phylicia R.L. (City Council); Phil Lovegren
Cc: Brandon M Scott; City Council President; Torrence, James (City Council); matt.hugel@midtowncommunity.org
Subject: Support the Housing Options and Opportunity Act

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In re:

25-0062: would allow a single exit from new construction of a multi-unit building with six or fewer stories (hearing: 9/18)

25-0064: would allow buildings to cover more of a lot under bulk and yard requirements (hearing: 9/11)

25-0065: would eliminate off-street parking requirements (hearing: 9/11)

Position: Favor all

Dear Chair Dorsey, Vice Chair Middleton, and members of the Land Use and Transportation Committee:

As owners of a house in Bolton Hill, we strongly support the entire slate of bills in the Housing Options and Opportunity Act, including the three bills before your committee this month.

Cities, and central-city neighborhoods like ours that are located near public transit and job opportunities, need more density and a variety of affordable and accessible housing styles. (Not everyone can afford to buy and maintain 2,400-6,000 sf rowhouses that are so common in Bolton Hill and surrounding neighborhoods like Madison Park/Marble Hill and Reservoir Hill.) These five bills promote that worthy goal.

We particularly like 25-0065, the Spaces for People act, which would eliminate off-street parking requirements. Minimum Parking Requirements have a pernicious effect on walkability, bikeability, and transit viability; more surface parking detracts from neighborhood appeal and quality of life, and -- as additional impervious cover -- it also adversely affects waterways (like Chesapeake Bay) by increasing polluted runoff and increased the "heat island" effect. Parking also drives up the cost of housing.

Moreover, using Minimum Parking Requirements -- a transportation-related policy that induces more car-dependency -- is an inappropriate and inelegant proxy tool to achieve some neighborhoods' housing goals.

Single-stair reform (25-0062) is a concept that is sweeping cities around the U.S. Single-stair is allowed in Europe and elsewhere in the world, with no impact on fire safety. It allows more units to be built on the same-sized lot, and allows for more creativity to build nicer units. We have lived in multiple single-stair apartments abroad that, despite being located mid-block, afforded windows on the front and back of the building and via central courtyards/light shafts for more sunlight, more cross-ventilation, better floor plans, etc. than would have been possible under a two-stair requirement.

More neighbors and more density would support more local businesses within neighborhoods like ours. It would better serve the city and its residents by offering more housing options for more people.

Thank you very much for your consideration.

Sincerely,
Andrew Dupuy
Philip Lovegren
147 W. Lafayette Ave.
Baltimore, MD 21217
(410) 513-9062 m

cc: Mayor; City Council President; Bolton Hill councilmember Torrence; Midtown Baltimore VP of Economic Development

Leva, Anthony F (City Council)

From: akamilanbrown@everyactioncustom.com on behalf of Milan Brown
<akamilanbrown@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:26 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,
Milan Brown
606 Jasper St Baltimore, MD 21201-1916
akamilanbrown@gmail.com

Leva, Anthony F (City Council)

From: daniel.saragnese@everyactioncustom.com on behalf of Daniel Saragnese
<daniel.saragnese@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:23 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Daniel Saragnese
3929 Cloverhill Rd Baltimore, MD 21218-1708 daniel.saragnese@gmail.com

Leva, Anthony F (City Council)

From: samuel.haines.young@everyactioncustom.com on behalf of Samuel Young
<samuel.haines.young@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:23 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,
Samuel Young
215 Presstman St Baltimore, MD 21217-4358 samuel.haines.young@gmail.com

Leva, Anthony F (City Council)

From: Alisha Griffin <alishgriff@gmail.com>
Sent: Monday, September 8, 2025 2:21 PM
To: Testimony
Subject: Fw: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sent via the Samsung Galaxy S24+, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Sent: Monday, September 8, 2025 2:18:47 PM
To: alishgriff@gmail.com <alishgriff@gmail.com>
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065

Good afternoon,

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: alishgriff@everyactionadvocacy.com <alishgriff@everyactionadvocacy.com> on behalf of Eli Griffin <alishgriff@everyactionadvocacy.com>
Sent: Monday, September 8, 2025 1:26 PM
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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Sincerely,
Mx Eli Griffin
11 E Chase St Apt T02 Baltimore, MD 21202-3595
alishgriff@gmail.com

Leva, Anthony F (City Council)

From: guillaume.foutry@everyactioncustom.com on behalf of Guillaume Foutry
<guillaume.foutry@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:21 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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. Guillaume Foutry
310 E 27th St Baltimore, MD 21218-4413
guillaume.foutry@gmail.com

Leva, Anthony F (City Council)

From: Keonte Sampson <keontes01@gmail.com>
Sent: Monday, September 8, 2025 2:20 PM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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

From: keontes01@everyactionadvocacy.com <keontes01@everyactionadvocacy.com> on behalf of Keonte Sampson <keontes01@everyactionadvocacy.com>
Sent: Monday, September 8, 2025 1:38 PM
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,

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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. Keonte Sampson

[1703 Heathfield Rd Baltimore, MD 21239-3712](#)

keontes01@gmail.com

Leva, Anthony F (City Council)

From: mbleak37@everyactioncustom.com on behalf of Matthew Bleakney <mbleak37@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:19 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,
Matthew Bleakney
101 E Wells St Baltimore, MD 21230-4849 mbleak37@gmail.com

Leva, Anthony F (City Council)

From: mstarnesai@everyactioncustom.com on behalf of Michael Starnes
<mstarnesai@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:18 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Michael Starnes
1334 Webster St Baltimore, MD 21230-4740 mstarnesai@icloud.com

Leva, Anthony F (City Council)

From: derricanlane@everyactioncustom.com on behalf of Derrica Lane
<derricanlane@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:18 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Derrica Lane
2224 Mount Royal Ter Baltimore, MD 21217-4810 derricanlane@gmail.com

Leva, Anthony F (City Council)

From: Dytania_Cannady@everyactioncustom.com on behalf of Dytania Cannady
<Dytania_Cannady@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:13 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,

Dytania Cannady

1030 Patapsco St Baltimore, MD 21230-4020 Dytania_Cannady@yahoo.com

Leva, Anthony F (City Council)

From: cjeahc@everyactioncustom.com on behalf of Chad Epler
<cjeahc@everyactioncustom.com>
Sent: Monday, September 8, 2025 2:04 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. Chad Epler
2916 Dillon St Baltimore, MD 21224-4832 cjeahc@gmail.com

Leva, Anthony F (City Council)

From: schiwyn@everyactioncustom.com on behalf of Nick Schiwy
<schiwyn@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:40 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Nick Schiwy
2931 Hudson St Baltimore, MD 21224-4839 schiwyn@gmail.com

Leva, Anthony F (City Council)

From: jane.backert@everyactioncustom.com on behalf of Jane Backert
<jane.backert@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:39 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,
Mrs. Jane Backert
3209 Mary Ave Baltimore, MD 21214-2016
jane.backert@gmail.com

Leva, Anthony F (City Council)

From: keontes01@everyactioncustom.com on behalf of Keonte Sampson <keontes01@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:38 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Keonte Sampson
1703 Heathfield Rd Baltimore, MD 21239-3712 keontes01@gmail.com

Leva, Anthony F (City Council)

From: alishgriff@everyactioncustom.com on behalf of Eli Griffin
<alishgriff@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:26 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mx Eli Griffin
11 E Chase St Apt T02 Baltimore, MD 21202-3595 alishgriff@gmail.com

Leva, Anthony F (City Council)

From: rmeckel93@everyactioncustom.com on behalf of Rianna Eckel <rmeckel93@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:21 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Rianna Eckel
2300 Hunter St Baltimore, MD 21218-5208 rmeckel93@gmail.com

Leva, Anthony F (City Council)

From: honeycuttje11@everyactioncustom.com on behalf of Timesheet Honeycutt
<honeycuttje11@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:16 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Timesheet Honeycutt
1717 Windemere Ave Baltimore, MD 21218-3029 honeycuttje11@gmail.com

Leva, Anthony F (City Council)

From: abensorek@everyactioncustom.com on behalf of Ariel Ben-Sorek
<abensorek@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:12 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ariel Ben-Sorek
2602 Gage Ct Baltimore, MD 21209-3248
abensorek@gmail.com

Leva, Anthony F (City Council)

From: mike.shank@everyactioncustom.com on behalf of Michael Shank
<mike.shank@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:10 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,
Mx. Michael Shank
3153 Tilden Dr Baltimore, MD 21211-2744 mike.shank@gmail.com

Leva, Anthony F (City Council)

From: ianwysham@everyactioncustom.com on behalf of Ian Wysham
<ianwysham@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:07 PM
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,
Ian Wysham
3007 Huntingdon Ave Baltimore, MD 21211-2826 ianwysham@icloud.com

Leva, Anthony F (City Council)

From: jwingfield11@everyactioncustom.com on behalf of Catherine Grogan <jwingfield11@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:05 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. Catherine Grogan
622 S Milton Ave Baltimore, MD 21224-3752 jwingfield11@gmail.com

Leva, Anthony F (City Council)

From: anmuessig@everyactioncustom.com on behalf of Anna Muessig
<anmuessig@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:05 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,
Anna Muessig
4212 Wickford Rd Baltimore, MD 21210-2930 anmuessig@gmail.com

Leva, Anthony F (City Council)

From: cassandra_kasparian@everyactioncustom.com on behalf of Cassandra Kasparian
<cassandra_kasparian@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:03 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. Cassandra Kasparian
2803 Halcyon Ave Baltimore, MD 21214-2536 cassandra_kasparian@hotmail.com

Leva, Anthony F (City Council)

From: andrew.f.young@everyactioncustom.com on behalf of ANDREW YOUNG
<andrew.f.young@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:02 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. ANDREW YOUNG
3612 Malden Ave Baltimore, MD 21211-1318 andrew.f.young@gmail.com

Leva, Anthony F (City Council)

From: markwithnohair@everyactioncustom.com on behalf of Mark Armbruster
<markwithnohair@everyactioncustom.com>
Sent: Monday, September 8, 2025 1:02 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. Mark Armbruster
4416 Eastway Baltimore, MD 21218-1101
markwithnohair@gmail.com

Leva, Anthony F (City Council)

From: thohara230@everyactioncustom.com on behalf of Terence OHara <thohara230@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:53 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.

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.

Baltimore needs to create more affordable and accessible housing supply if it wants to grow. This is one way to do that.

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. Terence OHara

1419 Bolton St Baltimore, MD 21217-4202 thohara230@gmail.com

Leva, Anthony F (City Council)

From: frances.mcgauffey@everyactioncustom.com on behalf of Frances McGaffey
<frances.mcgauffey@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:48 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. Frances McGaffey

2904 Huntingdon Ave Baltimore, MD 21211-2822 frances.mcgauffey@gmail.com

Leva, Anthony F (City Council)

From: rollac@everyactioncustom.com on behalf of Rolla Chng
<rollac@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:47 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. Rolla Chng
1806 Gough St Baltimore, MD 21231-2607
rollac@yahoo.com

Leva, Anthony F (City Council)

From: gborleis@everyactioncustom.com on behalf of Gerald Borleis
<gborleis@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:47 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. Gerald Borleis
1923 Winder Rd Windsor Mill, MD 21244-1731 gborleis@gmail.com

Leva, Anthony F (City Council)

From: jonpoliszuk@everyactioncustom.com on behalf of Jonathon Poliszuk
<jonpoliszuk@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:46 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. Jonathon Poliszuk
614 E 35th St Baltimore, MD 21218-2927
jonpoliszuk@gmail.com

Leva, Anthony F (City Council)

From: ctetheridge@everyactioncustom.com on behalf of Craig Etheridge
<ctetheridge@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:45 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. Craig Etheridge
9 S High St Baltimore, MD 21202-4633
ctetheridge@gmail.com

Leva, Anthony F (City Council)

From: hillpickens@everyactioncustom.com on behalf of Hill Pickens
<hillpickens@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:45 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Hill Pickens
1332 W 41st St Baltimore, MD 21211-1549 hillpickens@gmail.com

Leva, Anthony F (City Council)

From: leanna.powell@everyactioncustom.com on behalf of Leanna Frick
<leanna.powell@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:44 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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,
Mrs. Leanna Frick
209 Hollen Rd Baltimore, MD 21212-2509
leanna.powell@gmail.com

Leva, Anthony F (City Council)

From: cphippscares@everyactioncustom.com on behalf of Charlene Phipps
<cphippscares@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:42 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. Charlene Phipps
3808 Glen Ave Baltimore, MD 21215-3559
cphippscares@gmail.com

Leva, Anthony F (City Council)

From: cjones17.5@everyactioncustom.com on behalf of Colin Jones <cjones17.5@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:41 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 Colin Jones
1239 Union Ave Baltimore, MD 21211-1902 cjones17.5@gmail.com

Leva, Anthony F (City Council)

From: kirby.wilhelm@everyactioncustom.com on behalf of Kirby Wilhelm
<kirby.wilhelm@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:39 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Kirby Wilhelm
2627 Miles Ave Baltimore, MD 21211-3117 kirby.wilhelm@gmail.com

Leva, Anthony F (City Council)

From: jcmyers@everyactioncustom.com on behalf of Jane Myers
<jcmyers@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:38 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 Jane Myers
301 Gittings Ave Baltimore, MD 21212-2525 jcmyers@me.com

Leva, Anthony F (City Council)

From: fdraupp@everyactioncustom.com on behalf of Freddy Raupp
<fdraupp@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:38 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. Freddy Raupp
2512 Brookfield Ave Baltimore, MD 21217-4656 fdraupp@gmail.com

Leva, Anthony F (City Council)

From: kyleh22@everyactioncustom.com on behalf of Kyle Harrer <kyleh22@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:36 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. Kyle Harrer
2649 Ebony Rd Parkville, MD 21234-1503
kyleh22@gmail.com

Leva, Anthony F (City Council)

From: cfurellis@everyactioncustom.com on behalf of Charlie Furellis
<cfurellis@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:34 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr Charlie Furellis
3241 Chestnut Ave Baltimore, MD 21211-2718 cfurellis@gmail.com

Leva, Anthony F (City Council)

From: christophergrobe@everyactioncustom.com on behalf of Christopher Grobe
<christophergrobe@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:33 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 someone who wants a denser, more walkable, more bikeable, more affordable Baltimore -- and who believes that a car shouldn't be required or even encouraged as a way to move around any city -- I urge you to pass the zoning reform measures now before you.

I feel especially strongly about #25-0065, which promotes affordability, livability, and climate/sustainability by shedding the unnecessary requirement that we build even more infrastructure for cars. In a moment when less driving (not more) should be the norm, developers should not have to supply, nor should residents have to pay for, parking for even more cars. The city should support the creation of denser, more walkable, more bikeable, more affordable neighborhoods by easing arbitrary parking minimums.

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,
Christopher Grobe
1421 Park Ave Baltimore, MD 21217-4231
christophergrobe@gmail.com

Leva, Anthony F (City Council)

From: michaela.bronstein@everyactioncustom.com on behalf of Michaela Bronstein
<michaela.bronstein@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:33 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Michaela Bronstein
1421 Park Ave Baltimore, MD 21217-4231
michaela.bronstein@gmail.com

Leva, Anthony F (City Council)

From: ben.stone@everyactioncustom.com on behalf of Ben Stone
<ben.stone@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:29 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Ben Stone
4212 Wickford Rd Baltimore, MD 21210-2930 ben.stone@gmail.com

Leva, Anthony F (City Council)

From: tjbutler003@everyactioncustom.com on behalf of Thomas Butler <tjbutler003@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:29 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Thomas Butler
3330 Richmond Ave Baltimore, MD 21213-1145 tjbutler003@gmail.com

Leva, Anthony F (City Council)

From: Benjamin.Bocian@everyactioncustom.com on behalf of Benjamin Bocian
<Benjamin.Bocian@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:26 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. Benjamin Bocian

1518 W Mount Royal Ave Baltimore, MD 21217-4246 Benjamin.Bocian@gmail.com

Leva, Anthony F (City Council)

From: jeffreyspokes@everyactioncustom.com on behalf of Jeffrey Spokes
<jeffreyspokes@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:25 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Jeffrey Spokes

2300 W Rogers Ave Baltimore, MD 21209-4426 jeffreyspokes@gmail.com

Leva, Anthony F (City Council)

From: jas.woody@everyactioncustom.com on behalf of Jason Woody
<jas.woody@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:25 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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. Jason Woody
113 Deepdene Rd Baltimore, MD 21210-1911 jas.woody@gmail.com

Leva, Anthony F (City Council)

From: jim.apgar46@everyactioncustom.com on behalf of James Apgar <jim.apgar46@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:24 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Mr. James Apgar

21 Oak Shadows Ct Catonsville, MD 21228-2406 jim.apgar46@gmail.com

Leva, Anthony F (City Council)

From: ghearn@everyactioncustom.com on behalf of George Hearn
<ghearn@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:24 PM
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Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr George Hearn
4902 Wilmslow Rd Baltimore, MD 21210-2329 ghearn@gmail.com

Leva, Anthony F (City Council)

From: hannah@everyactioncustom.com on behalf of Hannah Shaw
<hannah@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:23 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Ms. Hannah Shaw

2110 Saint Paul St Apt 1 Baltimore, MD 21218-5859 hannah@wideanglemedia.org

Leva, Anthony F (City Council)

From: nanceykinlin@everyactioncustom.com on behalf of Nancey Kinlin
<nanceykinlin@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:23 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Nancey Kinlin
322 E Lafayette Ave Baltimore, MD 21202-2929 nanceykinlin@yahoo.co

Leva, Anthony F (City Council)

From: ed@everyactioncustom.com on behalf of Ed Schmalzle <ed@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:22 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. Ed Schmalzle
5701 Chilham Rd Baltimore, MD 21209-4415 ed@nerded.net

Leva, Anthony F (City Council)

From: beyond.the.fields.we.know@everyactioncustom.com on behalf of Linden Tebo
<beyond.the.fields.we.know@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:22 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Linden Tebo
511 E 30th St Baltimore, MD 21218-4204
beyond.the.fields.we.know@gmail.com

Leva, Anthony F (City Council)

From: ryanmitchell49@everyactioncustom.com on behalf of Ryan Mitchell <ryanmitchell49@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:22 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Mr. Ryan Mitchell

1813 Saint Paul St Baltimore, MD 21202-6222 ryanmitchell49@gmail.com

Leva, Anthony F (City Council)

From: Mholdenlyon@everyactioncustom.com on behalf of Matt Lyon
<Mholdenlyon@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:21 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Matt Lyon
2925 Saint Paul St Baltimore, MD 21218-4162 Mholdenlyon@gmail.com

Leva, Anthony F (City Council)

From: jed@everyactioncustom.com on behalf of Jed Weeks <jed@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:21 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Mr. Jed Weeks

214 W 27th St # MD21211 Baltimore, MD 21211-3001 jed@bikemore.net

Leva, Anthony F (City Council)

From: jackie.simon89@everyactioncustom.com on behalf of Jackie Simon <jackie.simon89@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:11 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Miss Jackie Simon
207 S East Ave Baltimore, MD 21224-2206 jackie.simon89@gmail.com

Leva, Anthony F (City Council)

From: daniel_thompson@everyactioncustom.com on behalf of Daniel Thompson
<daniel_thompson@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:11 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Mr. Daniel Thompson

115 S Potomac St Baltimore, MD 21224-2252 daniel_thompson@jackalope.cc

Leva, Anthony F (City Council)

From: cagavrick@everyactioncustom.com on behalf of Christopher Gawrych
<cagavrick@everyactioncustom.com>
Sent: Monday, September 8, 2025 12:10 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Christopher Gawrych
217 S Collington Ave Baltimore, MD 21231-2628 cagavrick@gmail.com

Leva, Anthony F (City Council)

From: Ramos, Odette (City Council)
Sent: Monday, September 8, 2025 11:41 AM
To: Katie L; Bullock, John (City Council); Jones, Jermaine (City Council); Zaied, Khalil; Young, Calvin (Mayor's Office); Burnett, Sean (DOT)
Cc: Testimony
Subject: RE: Prioritize Sanitation Workers and Our Watershed

Hi Ms. Little, thanks for your email.

Mayor Scott just announced last week the formation of a task force to study this issue in more detail, with recommendations coming in December. There will be public meetings for more input. I look forward to the next steps of this process.

Thank you

Odette Ramos

Baltimore City Councilwoman
District 14
100 N Holliday Street, Suite 553
Odette.ramos@baltimorecity.gov
410-396-4814
www.odetteramos.com

From: Katie L <ktll99@gmail.com>
Sent: Monday, September 8, 2025 8:00 AM
To: Bullock, John (City Council) <John.Bullock@baltimorecity.gov>; Ramos, Odette (City Council) <Odette.Ramos@baltimorecity.gov>; Jones, Jermaine (City Council) <jermaine.jones@baltimorecity.gov>; Zaied, Khalil <kzaied@baltimorecity.gov>; Young, Calvin (Mayor's Office) <calvin.young@baltimorecity.gov>; Burnett, Sean (DOT) <sean.burnett@baltimorecity.gov>
Cc: Testimony <Testimony@baltimorecity.gov>
Subject: Prioritize Sanitation Workers and Our Watershed

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Dear Councilmembers Bullock, Ramos, and Jones; Chief of Staff Young; Deputy Mayor Zaied; and Chief Burnett:

My name is Katie Little, and I live in Hollins Market in Councilman Bullock's district. I am concerned as a water resources engineer and citizen about the proposed relocation of the Sisson Street sanitation yard to Falls Road.

As a resident, I use the Falls Road/Jones Falls Trail corridor frequently via bicycle and car to get to Druid Hill Park, appointments, or shopping. I have also volunteered at stewardship events along this corridor to manage non-native invasive vines and trash along the trail. There are multiple ongoing efforts to improve the area, including the Falls Gateway Project, improvements to the Streetcar Museum, Chesapeake Bay Trust funded restoration projects, the Jones Falls 2076 Project, and more. Adding heavy truck traffic to this area would pose safety concerns and contradict the benefits of the greenway corridor for commuters, recreational users, and wildlife alike.

As the city's plans show, the proposed relocation site is on the edge of the 100-year, and well into the 500-year, floodplain. The increasing intensity of storms mean that the likelihood of reaching these flood levels is higher than the names suggest. The city's own RFP for a new site required that it not be on a flood plain. It is easy to picture a flooding event where large amounts of trash, recycling, and toxic waste stored at the site gets swept into the falls. Even if bins are moved up the hill, lots of water flows downhill and carries trash with it.

While I agree it is crucial that our sanitation workers have safe working conditions, it is not clear how the proposed plan improves conditions. The presentation on August 11 said the relocation would help by "improving employee worksite safety." How? It feels like this real issue is just being used to justify making a decision that benefits a developer. It should be possible to protect both sanitation workers and the Jones Falls watershed.

The City's two options so far - move forward with 2801 Falls Road, or do nothing - are not good enough. We need a third option: a comprehensive, community-driven process to evaluate alternatives. That could include creative, distributed approaches to fill the service gap while the Reedbird location is under construction, paired with a study on what Baltimore's long-term waste system should look like.

I urge you to reject the proposed relocation to 2801 Falls Road, and instead call for a comprehensive evaluation of alternatives that protect public health, safety, and our waterways. Baltimore deserves a waste system that works for all of us - not one that puts our communities and waterways at greater risk.

Thank you,
Katie Little

Leva, Anthony F (City Council)

From: jeresand@everyactioncustom.com on behalf of Jeremy Sanders
<jeresand@everyactioncustom.com>
Sent: Monday, September 8, 2025 11:08 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,
Mr. Jeremy Sanders
7111 Park Heights Ave Baltimore, MD 21215-1695 jeresand@gmail.com

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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activities using the Report Phishing Email Button, or by emailing to Phishing@baltimorecity.gov

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](#)

September 11th, 2025

The Honorable Ryan Dorsey
Chair, Land Use & Transportation Committee
100 North Holliday Street
Baltimore, Maryland 21202

RE: MBIA Letter of Support Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements

Dear Chair Dorsey,

The Maryland Building Industry Association, representing 100,000 employees statewide with a strong presence in Baltimore County, appreciates the opportunity to participate in the discussion surrounding **Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements**. MBIA supports this bill as introduced.

This bill repeals outdated requirements for minimum off-street parking and instead establishes parking maximums, an extremely important step in addressing the City's housing crisis. Parking lots take up a tremendous amount of land and Baltimore does not have much developable land left. If we want our city to continue to grow, we must use our land wisely. This legislation will free up land that has previously been used for parking lots and open the door to new opportunities for housing and redevelopment across the city. By eliminating mandatory parking minimums, it will be easier to build rental housing units and encourage smaller infill projects that were previously impossible because of space lost to required parking. Land that would have been devoted to asphalt lots or parking garages will instead be used for new housing units, retail, and other community assets.

Baltimore City currently has over 13,000 vacant properties and is losing population at an alarming rate. At the same time, housing affordability continues to worsen. The National Association of Homebuilders reports that the estimated rent cost in Maryland is more than 30% of household incomes statewide, with 25% of people spending more than 50% of their income on housing. Over half of Baltimore City residents rent, putting us at the heart of this crisis. In order to address this problem, we need a concerted effort to make housing available and affordable to the residents of our city. This bill is a crucial step in the right direction. Reducing excess parking will provide the city with new opportunities to build more housing and make Baltimore into a more walkable, livable city.

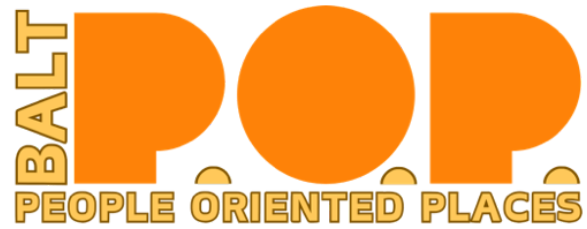
For these reasons, MBIA respectfully requests the Land Use & Transportation Committee to vote in favor of Bill 25-0065. For more information about our position, please contact Alex Andelsman at 301-461-2384 or aandelsman@marylandbuilders.org.

Cc: Members of the Baltimore City Land Use & Transportation Committee

Bill: 25-0062

Bill Title: Building Code – Single Exit From Residential Occupancy

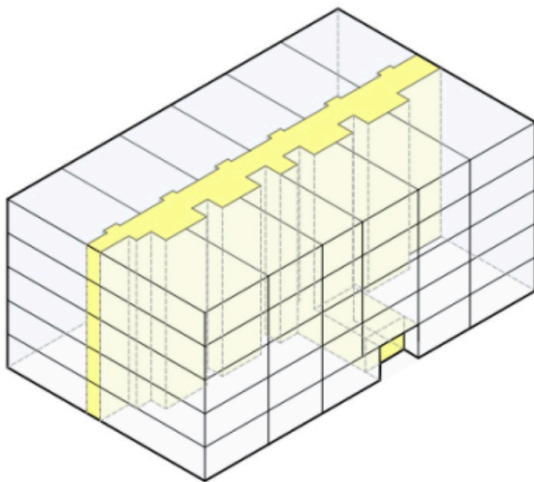
Position: **Favorable**



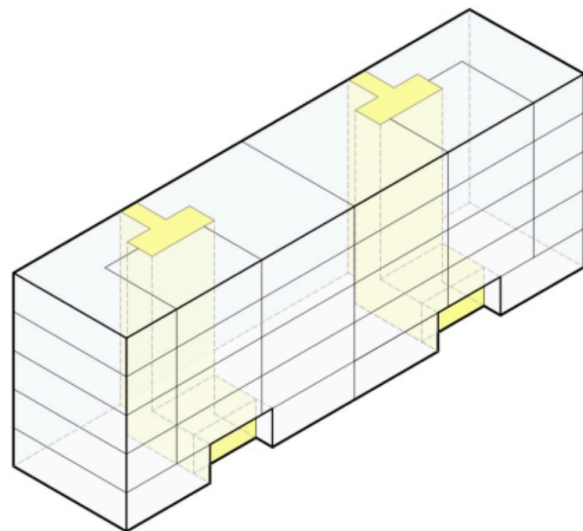
Members of the Land Use & Transportation Committee,

Bill 25-0062 represents an opportunity for Baltimore to implement a no-cost building code reform that will help address our city's struggles with housing affordability, livability, and economic growth. The bill allows for the construction of multi-family buildings that are up to six stories high (up from the current three stories) with a single exit staircase. Allowing such building designs will bring Baltimore in line with other localities that have already adopted these rules, including the states of Washington, New York, Hawaii, Tennessee, Minnesota, Virginia, Colorado, and Texas.

Most multi-family buildings constructed today are laid out with small dwelling units oriented on opposite sides of long hallways, a configuration known as the double-loaded corridor [Below left and Figure 1]. In contrast, single-staircase buildings are served by a central circulation core – the single staircase – that provides direct access to units. The result is a smaller building footprint that allows for units with natural light and ventilation, which may span the full depth of the building [Below right and Figure 2].



Double-Loaded Corridor Building



Single-Staircase Building(s)

The single-staircase configuration is incredibly common around the world, especially in cities noted for their walkability and healthy small business environments - such as Berlin and Tokyo.

Much of Baltimore's naturally occurring (i.e., unsubsidized) affordable housing stock is, in fact, composed of single-staircase buildings. And yet, under the current building code, they are illegal to build.

Recognizing the unique advantages and efficiencies of the single-staircase layout, 25-0062 allows single-staircase construction up to six stories high, legalizing a time-tested building typology that will play a critical role in fulfilling our city's demand for housing.

Single-staircase Buildings Improve Housing Affordability

Single-staircase buildings are a critical piece in the puzzle of addressing our city's housing affordability crisis. These smaller buildings require fewer materials and less labor to construct than double-loaded corridor buildings with the same rentable square footage. This is because eliminating the excess circulation space found in double-loaded corridor buildings (i.e., the long central hallways) reduces construction costs.

A policy brief by the Seattle-based architecture firm Larch Lab [1] estimates that these long central hallways add tens of thousands of dollars per floor to the cost of constructing a building. As such, allowing developers to go without them lowers their costs of construction, financing, and land acquisition - translating to lower rents or sale prices for residents.

In order to absorb the extra costs forced by the existing building code, developers are often compelled by simple economics to construct buildings with more floors than they want, as the additional floors allow them to dilute across more floors the overhead costs inherent to a double-loaded corridor building. The resultant buildings frequently have a "massing" and height that can be jarring and objectionable to existing neighbors, breeding opposition. In contrast, single-staircase buildings can be designed to blend into existing architectural and community fabric while keeping community housing costs low.

Single-staircase Buildings are Fire-safe

Requiring double-loaded corridors to address fire risk is a vestige of the past. Modern, long-existing technologies make it unnecessary. Thanks to advances in construction techniques and technology since the dual-egress (exit) rule was added to building codes in the 1930s, new single-staircase buildings are extremely safe. All newly-constructed multi-family buildings in Maryland are required to be built with countermeasures like 60-minute fireproof materials, sprinkler systems, and smoke detectors. Single-staircase buildings would not be exempt from these requirements.

There is a misconception that a second exit staircase is required for fire safety, but other nations where these taller single-staircase buildings are legal and much more common (even those without a height limit such as the United Kingdom) have lower fire deaths per capita than the United States [1]. In the US in 2023, fires in one- or two-family homes, most of which do not have modern fire suppression or alert systems, resulted in 68% of civilian fire deaths despite those constituting just 18 percent of total fires [2]. Increasing Maryland's stock of modern, safe

multi-family housing with a variety of unit sizes means fewer fire deaths and less strain on our first responders.

Single-staircase Buildings Provide Flexible, Livable Homes

Most multi-family (double-loaded corridor) buildings constructed today are built around a long central corridor, resulting in small units with limited access to natural ventilation and light. In contrast, single-staircase buildings allow units to have windows on multiple sides, increasing access to natural light and cross-ventilation, which is critical for residents' health and comfort.

Most multi-family (double-loaded corridor) buildings constructed today feature a preponderance of one-bedroom and two-bedroom units (because of the limited window access). In contrast, single-staircase buildings and their greater window options more easily accommodate a mix of unit sizes (e.g., studios, one-bedroom, and larger family units with 2-4 bedrooms), making them adaptable to a variety of household needs.

Most multi-family (double-loaded corridor) buildings constructed today feature a floorplate that begets an atomized, disconnected community. In contrast, single-staircase buildings have fewer units sharing each entry, creating a more intimate, community-oriented living experience and reducing anonymity among the building's residents.

Single-staircase Buildings Boost the Economy and Strengthen Communities

Many of the most popular places in Baltimore (its historic main streets) have small lots that are undevelopable under the current building code. Legalizing taller single-staircase buildings would instantly bring countless small infill lots into play for potential development after decades of infeasibility. These lots are small or oddly-shaped parcels that are impossible to build double-loaded corridor buildings on economically, since so much square footage would have to be dedicated to circulation space (hallways and redundant staircases).

Changing the building code to allow single-staircase construction will unlock harder-to-develop lots in constrained places, allowing developers to build housing on them without subsidies or incentives that are costly to the city. Increasing the number of residents in these places boosts the number of customers in proximity to the small businesses in/near them, improving their viability and encouraging community support.

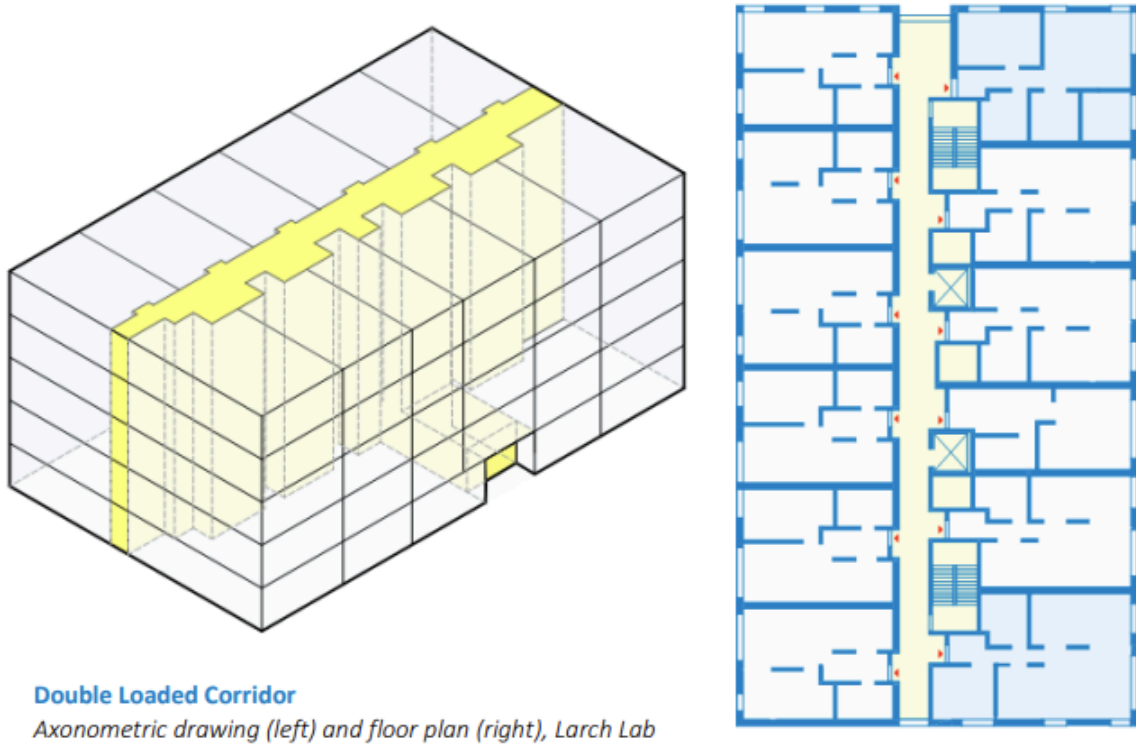
Closing

By adopting 25-0062, we take a critical step toward addressing Baltimore's housing crisis with innovative, community-oriented solutions. We urge the commission to recognize the potential of six-story single-staircase construction to make housing more affordable, livable, and sustainable for the residents of Baltimore.

We hope the commission finds these points helpful and convincing and we urge its members to **vote in favor of 25-0062**. Thank you for your efforts and the opportunity for us to testify on this legislation.

BaltPOP - Baltimoreans for People-Oriented Places

Michael Scepaniak - President
Mark E Braun MD - Federal Hill
Jesse Saran - Canton
Mark Treadwell - Riverside
Al Holland - Midtown Belvedere
Anna Wassel - Park Heights
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David Bjorndalen - Beechfield
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Jonathan Susman - Harlem Park
Maria Pecora - Mt. Vernon
Tim Badmington - Upper Fells Point
Charlotte Murphy - Better Waverly
Dillon Broadwell - Woodberry
Ian Wolfe - Greektown
Jaden Beall - Barclay
Luke Zeigler - Federal Hill
Chris Guinnup - Hampden
Josh Poland - Federal Hill
Nick Snider - Remington
Carson Drew - Barclay
Teddy Walsh - Canton
Yuki Clarke - Woodbourne-McCabe
Will Fedder - Roland Park
Rory Nealon - Seton Hill
Michiru Daniels - Druid Heights
Dan Richman - Patterson Park
Sabrina Harrison - Canton
Locchanan Sreeharikesan - Federal Hill
Declan Brizi - Arcadia
Victoria McDonald - Mt Vernon
Alex Holt - North Roland Park/Poplar Hill
Alisa Williams - Greenmount West



- moderately efficient floor plate (13% of floor plate is circulation)
- primarily small units
- no cross ventilation
- no daylight on multiple sides
- little respite from urban noise

Figure 1: Example drawing of common double-loaded corridor layout.

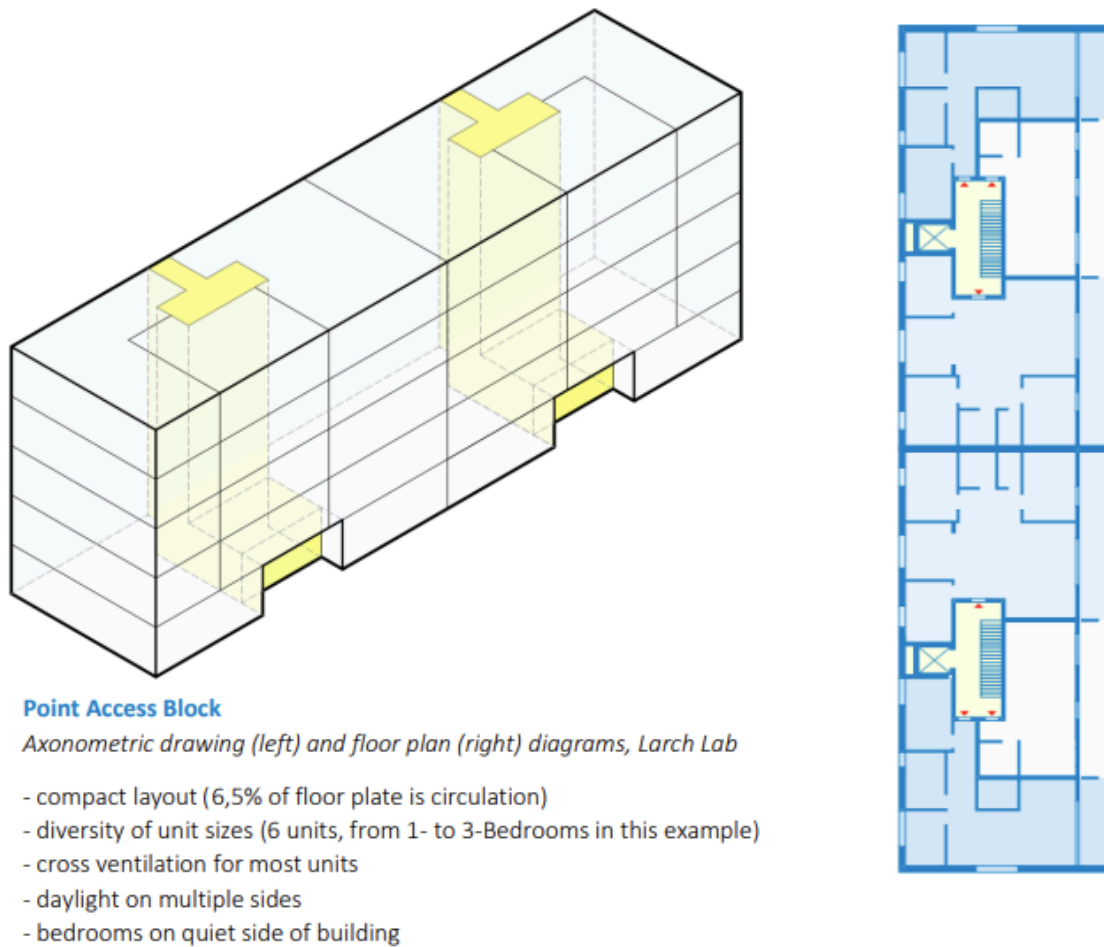


Figure 2: Example drawing of common single-staircase building(s) layout (also known as point access blocks).

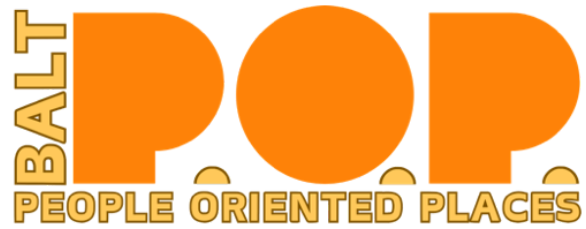
References:

- [1] Eliason, Michael. Larch Lab. "Unlocking livable, resilient, decarbonized housing with Point Access Blocks". December 28, 2021.
https://www.larchlab.com/wp-content/uploads/2022/01/Eliason_CoV-Point-Access-Blocks-report_v1.2.pdf
- [2] Hall, Shelby. National Fire Protection Association. "Fire loss in the United States". November 1, 2024.
<https://www.nfpa.org/education-and-research/research/nfpa-research/fire-statistical-reports/fire-loss-in-the-united-states?l=83>

Bill: 25-0064

Bill Title: Zoning – Bulk And Yard Requirements – Amendments

Position: **Favorable**



Members of the Land Use & Transportation Committee,

Bill 25-0064 represents an opportunity for Baltimore to implement a no-cost zoning code reform that will help address our city's struggles with housing affordability, livability, and economic growth. This bill will reduce a number of bulk (building) and yard requirements for residential properties.

Residential properties in Baltimore are required to conform with a range of minimums and maximums regarding lot coverage, building height, yard size, etc. A number of these minimums and maximums, such as the percentage of the lot that may be built on, yard size, and living area square footage, serve to excessively limit the forms and types of housing that can be built and how existing homes can be redeveloped/expanded.

This bill allows (in a small, but necessary way) for the re-introduction of housing types that are currently largely absent from the city's landscape - accessory apartments, duplexes, triplexes, fourplexes, and modest apartment buildings. At one time, these housing types were common. But, in the years after WWII, they were made illegal via the adoption of intentionally exclusionary zoning codes, not only in Baltimore, but across the U.S. This was largely as a result of federal policy incentives. [1] Today, these "missing middle" housing types are needed to bring back the city's missing middle-class residents. [2]

In Baltimore today, only a few housing types are widely available: detached single-family houses, single-family rowhomes, and apartments (in large apartment buildings), with the latter being predominantly of the "luxury" variety. The lack of the "missing middle" types is holding the city back from realizing its potential.

This bill allows for housing flexibility, flexibility which many aspects of the zoning code frustratingly forbid. The result is neighborhoods that are in stasis. The book *Escaping the Housing Trap* explains the situation:

These neighborhoods are frozen at their current number of households, no matter how much the surrounding city transforms. No matter how many jobs are created. No matter how desirable the area is or how high rents get. No feedback loop is allowed to operate

in which the success of a place manifests in the thickening-up that was common to neighborhoods under the traditional development pattern. [3]

Adopting this bill will help allow for the construction of smaller, more affordable homes and the expansion of existing homes. Homeowners will be given the flexibility to modify their homes in greater ways to suit their evolving needs and entice them to remain city residents. People who are currently priced-out of the housing market will be able to find smaller, more affordable places to live.

We hope the commission finds these points helpful and convincing and we urge its members to **vote in favor of 25-0064**. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

Michael Scepaniak - President
Mark E Braun MD - Federal Hill
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Mark Treadwell - Riverside
Al Holland - Midtown Belvedere
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Declan Brizzi - Arcadia
Victoria McDonald - Mt Vernon
Alex Holt - North Roland Park/Poplar Hill
Alisa Williams - Greenmount West
Noah Williams - South Baltimore

References:

[1] Nolan Gray, *Arbitrary Lines: How Zoning Broke the American City and How to Fix It*, chap. 7, Is There a Role for the Federal Government?, e-book

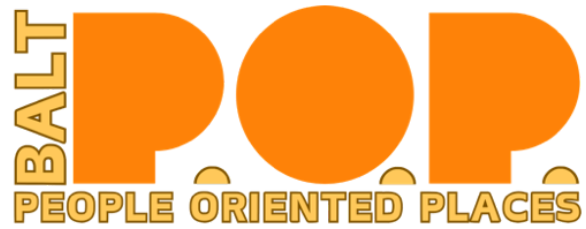
[2] Opticos Design, Inc. "Missing Middle Housing: Diverse choices for walkable neighborhood living". Accessed August 5, 2025. <https://missingmiddlehousing.com>

[3] Charles L. Marohn Jr., Daniel Herriges. "Escaping the Housing Trap". 2024.

Bill: 25-0065

Bill Title: Zoning – Eliminating Off-street Parking Requirements

Position: **Favorable**



Members of the Land Use & Transportation Committee,

Bill 25-0065 represents an opportunity for Baltimore to implement a no-cost zoning code reform that will help address our city's struggles with housing affordability, livability, and economic growth. This bill will eliminate city-imposed off-street parking mandates for new developments, striking 5-pages-worth of use-specific parking mandates from the zoning code.

We understand the temptation to play it safe here - the temptation to believe that any good that comes of passing this bill is not worth the risk. The thinking is that people just won't tolerate a lack of convenient parking. While we agree that some won't, plenty of others will. And they do today. Consider the simple and long-running example that is the [32nd Street Farmers Market](#).

The 32nd Street Farmers Market takes place **in a parking lot**. It expressly happens at the expense of parking and by (temporarily) eliminating parking. Conventional wisdom would have us believe that convenient and easy parking is absolutely required for such an event to succeed. And yet the market only exists by virtue of it occupying that same parking and making it unavailable for its intended use.

Anyone who chooses to drive to the market needs to either find street parking or park at a lot a couple blocks away and walk. Hardly convenient. And yet the market is hugely successful and has been for decades. We dare say that many nearby residents choose to live in the neighborhood **because of the market**.

For 163 hours of each week, that parking lot sits - unproductive and uninspired. But for 5 hours each Saturday, it explodes with activity, community, prosperity, and productivity - by virtue of that parking being removed. That community is at its best when the parking lot "disappears".

And the ultimate kicker here is that the 32nd Street Farmers Market would not exist if it were forced to provide parking. It never would have advanced beyond a gleam in someone's eye.

Are there some people who choose to avoid the 32nd Street Farmers Market because parking is a "hassle". Probably. And yet there is obviously a critical mass of people for whom a lack of convenient parking in no way deters them from shopping at or living near that market. For many, the resultant walkability of the neighborhood is what literally makes them want to live there.

The current parking mandates force every neighborhood in Baltimore to be automobile-oriented and disallow them to be walkable. If Forest Park wants to remain automobile-oriented, they will be fully empowered to do so without the existing mandates in place. If every current and prospective homeowner (and community member) in Forest Park demands convenient parking near their home, then nobody will have any incentive to limit the amount of it. City-wide mandates are not necessary to reinforce that preference.

But don't force the same choice on every other neighborhood in the city via city-wide parking mandates. Forest Park is different from Pigtown, which is different from Highlandtown, which is different from Lauraville, which is different from Violetville, which is different from Federal Hill, which is different from Cherry Hill. Let them be free from one-size-fits-all parking mandates and determine their own parking priorities.

With this bill, neighborhoods will be allowed to become more walkable. Parking lots and parking garages are unpleasant to walk, bike, and roll past. They force "dead" space into the built environment that lengthens walking and biking times, making these modes of travel less convenient and appealing. Automobile-oriented development caps the economic potential of a place. You can only fit so many automobiles in one place and they don't bring dynamism to a place - people do.

Constructing/providing parking for automobiles is expensive, whether it be in the form of surface parking lots or parking garages. Those costs are passed on to residents and customers, regardless of whether or not they drive an automobile and make use of that parking. This bill will lower housing prices and rents for residents, and parking-related expenses for many businesses. Small, local businesses will be able to start up in currently-vacant storefronts.

Parking lots and parking garages yield very little in property taxes, and the land they occupy can be put to more productive use. We need to maximize the productivity of and yield on every parcel of land in the city, as each parcel has basically the same infrastructure regardless of how that parcel is used.

In Baltimore, like all cities, infrastructure is very expensive to maintain. This includes water lines and pumps, sewer pipes and treatment plants, storm drains, streets, etc. Baltimore's main source of revenue for paying for all of these infrastructure liabilities is property tax. The most productive places yield the most in property taxes. It's in all of our best interests that Baltimore encourages the most productive uses of all of the land in the city. Parking is not productive.

It's critical to highlight that, upon adoption of this bill, all existing off-street parking will remain as-is. Nobody's parking space(s) will be taken away. Going forward, developers (and their financing partners) will be free to calculate the amount of off-street parking spaces to provide, rather than have nonsensical city-imposed off-street parking requirements forced on them. The existing use-specific parking mandates - covering uses from art galleries to cemeteries to horse stables to pawn shops - are arbitrary and obsolete.

We hope the commission finds these points helpful and convincing and we urge its members to **vote in favor of 25-0065**. Thank you for your efforts and the opportunity for us to testify on this legislation.

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

Michael Scepaniak - President
Mark E Braun MD - Federal Hill
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Maria Pecora - Mt. Vernon
Tim Badmington - Upper Fells Point
Charlotte Murphy - Better Waverly
Dillon Broadwell - Woodberry
Ian Wolfe - Greektown
Jaden Beall - Barclay
Luke Zeigler - Federal Hill
Chris Guinnup - Hampden
Josh Poland - Federal Hill
Nick Snider - Remington
Carson Drew - Barclay
Teddy Walsh - Canton
Yuki Clarke - Woodbourne-McCabe
Will Fedder - Roland Park
Rory Nealon - Seton Hill
Michiru Daniels - Druid Heights
Dan Richman - Patterson Park
Sabrina Harrison - Canton
Locchanan Sreeharikesan - Federal Hill

Declan Brizzi - Arcadia

Victoria McDonald - Mt Vernon

Alex Holt - North Roland Park/Poplar Hill

Alisa Williams - Greenmount West

Noah Williams - South Baltimore



GREATER REMINGTON
IMPROVEMENT ASSOCIATION

September 9, 2025

Chris Biliak
President

Wynnona Engle-Pratt
Vice President

Samantha Horn
Secretary

Samantha Soloman
Treasurer

Board Members at Large

Matt Williams
Corey Jennings
Peter Morrill
Sadie Baker
Frances McGaffey
Mauricio Lainez

**Volunteer and Events
Coordinator**

Jennifer Mckenzie

Ryan Dorsey, Chair
Land Use and Transportation Committee
Baltimore City Council

Dear Chair Dorsey and members of the committee,

The Greater Remington Improvement Association is writing you in support of three bills coming before your committee:

25-0062 will change outdated, costly requirements that mandate all residential buildings above three stories to have two staircases, instead allowing some buildings up to six stories with only one staircase. This will reduce development costs and create more affordable multi-family apartments in dense neighborhoods.

25-0064 will make modest changes to certain bulk and yard standards for residential zoning uses in residential zoning districts, allowing owners to make more flexible use of their property.

25-0065 will eliminate requirements that new buildings or uses include a certain number of off-street parking spaces. These mandates inflate construction costs, limit housing supply, and discourage small-scale development.

All three of these bills are consistent with recommendations in the recently adopted Baltimore City Comprehensive Plan. Additionally, they align with recommendations in the Remington Neighborhood Plan, accepted by the Baltimore City Planning Commission.

25-0062 supports the following recommendations:

- R1. a. Ensure that a diversity of housing types are available and that large numbers of one type is not concentrated in a single building or space
- R3. a. Ensure that project design takes the existing neighborhood aesthetic into consideration
- 4.1 The land uses that most Remingtonians want in a walkable, dense neighborhood include...small and medium-size apartment buildings

25-0064 supports the following recommendations:

- R1. a. Ensure that a diversity of housing types are available and that large numbers of one type is not concentrated in a single building or space
- R3. a. Ensure that project design takes the existing neighborhood aesthetic into consideration
- 4.1 The land uses that most Remingtonians want in a walkable, dense neighborhood include...rowhomes or other forms of single family homes, small and medium-size apartment buildings

25-0065 supports the following recommendations:

- R3. d. Ensure that developers of new housing will meet parking requirements required by zoning, and will not build excessive off-street parking, allowing the neighborhood to maintain its compact, walkable character
- M1. a. Follow a modal hierarchy of pedestrian first, followed by mobility device, bicycle, transit rider, automobile, and parking
- 4.1 Uses that community members have said they prefer to see limited include...auto repair or auto service, off-street parking and storage, gas stations

Because these bills have the potential to foster more development, we also believe it is important to highlight opportunities the city has to reduce other impermeable surfaces.

Separate legislative and policy implementations could better protect our open space zoning from surface parking uses, make it easier for communities to permit pavement cuts for increased tree canopy, and pursue reclamation of existing paved street surfaces for curb extensions, traffic calming, lane reductions, and active mobility improvements that allow for increased permeable surfaces and stormwater management opportunities.

Thank you for the opportunity to comment on this legislation, and we encourage a favorable hearing and city council passage of CB #s 25-0062, 25-0064, and 25-0065

Sincerely,



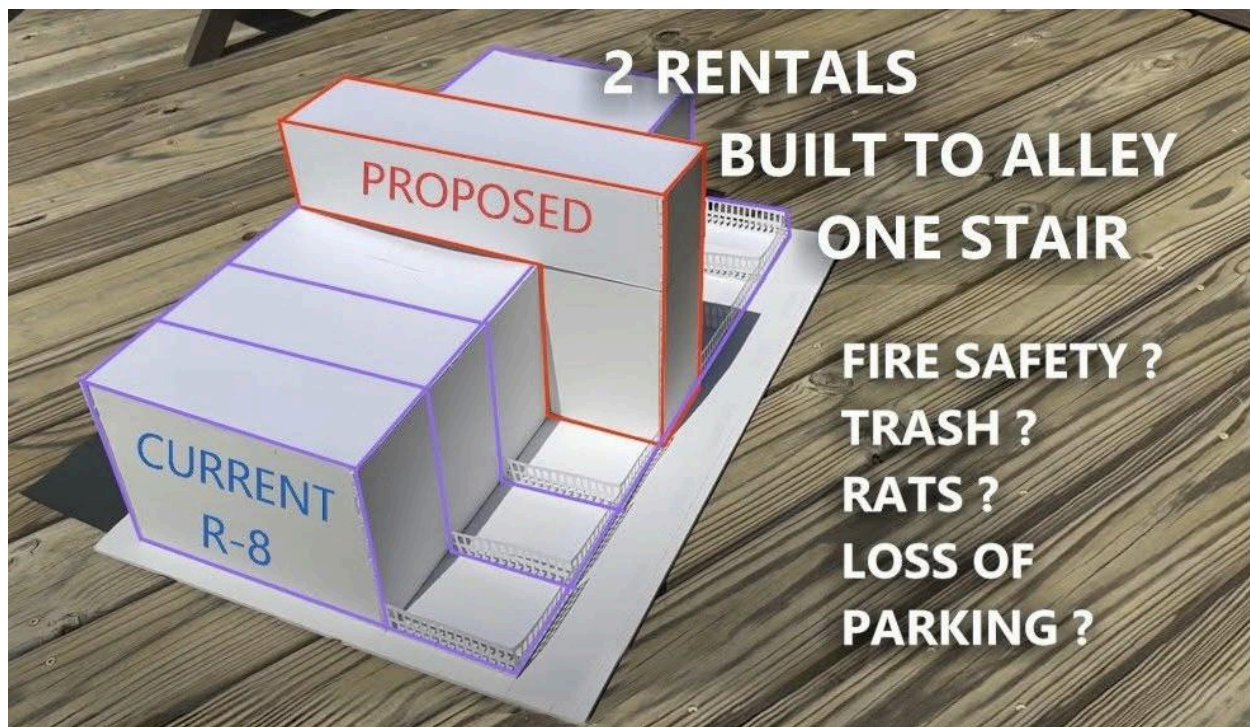
Wynnona Engle-Pratt
Vice President, Greater Remington Improvement Association

Council Bill 25-0064

I am writing to voice my opposition to this bill that will allow for changes to R-8 zoned residential properties.

This is a bad bill that will negatively impact residential living across Baltimore.

This bill would allow single family residences to reconfigure their homes into multifamily dwellings by increasing not only the height but also extending the homes in the rear. The lot coverage would ruin the livability of all properties in close proximity. Consider the impact on sightlines, quality of life, the environment (air quality and circulation), green spaces and yards/gardens, health, density, parking, safety, and city services, for starters. Due diligence has not been completed here and Bill 25-0064 must not be passed.



Respectfully,

Stephen Topping
Federal Hill Resident



C. Matthew Hill
Public Justice Center
201 North Charles Street, Suite 1200
Baltimore, Maryland 21201
410-625-9409
hillm@publicjustice.org

**CB 25-0065: Zoning – Eliminating Off-Street Parking Requirements
Hearing in the Land Use and Transportation Committee, Sept. 11, 2025**

Position: Favorable (FAV)

Public Justice Center supports CB 25-0065 and urges the Committee to issue a favorable report. The Public Justice Center (PJC) is a nonprofit public interest law firm that stands with tenants to protect and expand their rights to safe, habitable, affordable, and non-discriminatory housing and their rights to fair and equal treatment by Maryland’s landlord-tenant laws, courts, and agencies. PJC supports the Spaces for People Act because it will eliminate one-size-fits-all parking requirements and facilitate the creation of more affordable housing.

Affordable housing is increasingly out of reach for Baltimore families. The Baltimore Banner today reported on new census data showing that “39% of ... tenants mak[e] less than \$35,000 a year, [and] [\[more than half of them spent 50% or more of their income on rent.\]](#)” According to the City’s Consolidated Plan [26,855 low-to-moderate income renting households pay more than 30% of their income toward the rent.](#) Md Dept. of Hous. & Comm. Dev.’s most recent housing assessment concluded that “[Maryland has a current shortage of 275,000 rental units that are affordable](#)” and emphasized the need for policies that facilitate more housing production – particularly affordable housing – to address the affordability crisis.

The Spaces for People Act will eliminate the one-size-fits-all parking requirement in Baltimore City, thereby ensuring that artificially high parking requirements do not cause some potential housing/business developments to never be built. Baltimore’s strength is in the diversity of its neighborhoods. Developments in a neighborhood *without* high quality public transportation access *likely need more parking spaces* to be viable. Developments in neighborhoods *with* high quality public transit access *likely do not need more parking spaces* to be viable. Yet, such developments may never be built or may have unnecessary costs layered on if the developer is required to include unnecessary parking spots pursuant to an artificially high requirement. Given the need to build new housing – especially affordable housing – throughout the state of Maryland, parking flexibility is one step forward in addressing the needs of Baltimore families.

We note that community input around proposed parking at a new development is critical. Community members may be less likely to oppose a development if they are educated on what parking spaces are being proposed, the developer’s rationale for the number of spaces

proposed, and an opportunity for meaningful community input on the number of spaces proposed. The Council should be intentional to create ways to effectuate more meaningful community engagement with the issue of parking and the neighbors of a new proposed development.

Additionally, the Spaces for People Act only works if Baltimore City redoubles its efforts to provide high quality, accessible public transit and neighborhood amenities so that residents are not forced to rely on cars. When sidewalks are still crumbling and not fully accessible and buses are not reliable, residents have no choice but to rely on cars and require parking. The Council must focus more attention on improving public transit for this bill to have its intended impact and avoid unintended consequences.

The stakes of the affordable housing crisis are high. Less affordable housing means more evictions, and the research is clear that [up to 25% of families who are evicted become homeless](#). Homelessness has a devastating impact, leading to [negative education outcomes for children, increased foster care, job loss, and poor health outcomes](#). Accordingly, in addition to measures intended to increase housing supply, **the Council must focus on addressing the massive need for housing *stability* including: eviction prevention funding, funding right to counsel in evictions implementation, holding negligent, predatory landlords accountable, and mitigating the devastating impact of eviction.**

Maryland's long history of housing segregation and discriminatory policies mean that Black and Brown Marylanders are much more likely to be renters and at risk of eviction, and therefore more likely to be most in need of affordable housing and policies that ensure housing stability. [73% of MD households that obtained eviction prevention funds in the pandemic's wake identified as Black, and 71% identified as being woman-led.](#)

Public Justice Center urges the Council to issue a **favorable report** on CB 25-0065 and to focus more attention on issues around transit and housing stability.

September 11, 2025

Council President Zeke Cohen and Members of the Council
Baltimore City Council
100 N. Holliday Street, Suite 400
Baltimore, Maryland 21202

Dear Council President Cohen and Members of the Council:

On behalf of the Institute for Local Self-Reliance, I am writing in support of Council Bill 25-0065, which would eliminate minimum off-street parking requirements in most circumstances.

By way of introduction, ILSR is a national nonprofit research and advocacy organization that helps build strong local economies. My work at ILSR focuses on policies and programs that support the development and growth of independent businesses, which are essential components of healthy economic ecosystems. Among their many important contributions to local economies, independent businesses invest their profits back into the communities. They use local banks, hire local businesses (accountants, lawyers, janitorial services, ad agencies, and many more), and support local organizations, plus myriad other practices that help build generational wealth in their communities. Chain businesses, by contrast, primarily use their corporations' banks and services. They send their profits off to their corporate headquarters and shareholders, extracting wealth from the communities in which they operate.

Minimum parking requirements are an outdated regulatory relic of post-WWII automobile-dominated suburban development patterns that favor chains over locally owned businesses. Minimum parking requirements increase development costs, discouraging development of new residential and mixed-use development and revitalization of existing mixed-use neighborhoods. And they are one of the most inefficient urban land uses, tying up land that could be used for better tax-generating purposes, like housing and commercial space, or for public amenities that, in turn, encourage neighborhood development. They also discourage uses like gyms, restaurants, and theatres, all of which can thrive in population-dense urban neighborhoods served by public transit if relieved of the burden of creating expensive, and usually redundant, on-site parking.

Cities like Buffalo and San Francisco, which were among the first in the US to eliminate or reduce minimum parking requirements, have found that doing so has significantly spurred not only new housing

development but also helped create the pedestrian-friendly neighborhoods in which independent, locally owned businesses thrive. Almost 100 cities have eliminated or reduced minimum parking requirements in the past decade. We encourage Baltimore to join the ranks of Buffalo, San Francisco, Austin, Minneapolis, Hartford, San Jose, Portland, Seattle, and others to eliminate minimum parking requirements and to give its neighborhoods this very valuable neighborhood revitalization tool.

With best regards,

Kennedy Smith
Senior Researcher

SOME QUESTIONS RELATING TO THE IMPACTS OF BILL 25-0064:

This bill makes R-8 the first Residential zone to allow properties on Rowhouse blocks to be built out to the rear alley. This has several implications.

- Many alleys have utility poles right up against the property line. Would DHCD issue permits to build additions with rear walls right up against utility poles? If not, how would DHCD make sure it does not issue such permits?
- Rear alleys are of varying widths, and the bill does not specify the width of the alleys. Would DHCD issue permits to build rear walls along 3-foot alleys?
- When a mid-block building extends all the way to a rear alley that is used for trash collection, trash and recycling bins (multiple bins for Multi-Family buildings) remain in the alley instead of being brought back inside a yard. This is a Sanitation Code violation and a nuisance for neighbors. How would the city prevent this problem? Would DHCD require plans for bin storage inside the building before issuing the permit? If the practical solution is to collect those residents' trash from the front, would that force the buildings with rear yards to put theirs out in the front as well, or would it force DPW to make two collections, front and rear, on those blocks?

By eliminating the side yard requirement for attached Multi-Family structures, this bill allows very different activity along the shared property line than is currently possible.

- City codes currently limit fences and walls in required rear and side yards to 6 feet of height. There is a process for obtaining a permit to build a fence or wall up to the shared property line, and an appeal process for a neighbor who objects. Multi-Family properties that no longer must have side yards and rear yards are no longer subject to the height limit, so the 6' fences or walls may be replaced by ones that are much higher. Is the city prepared for the additional permit appeals that will result?
- The plan for an addition to a Multi-Family building will likely replace the 6-foot fence with a Firewall up to the shared property line. The new Firewall will be the height of the structure, either up to 35 feet or, in the R-8 zone, 45 feet. What is the city's process for notifying the neighbor and for the neighbor to appeal the permit? Is the city prepared for the additional permit appeals that will result?

*— Joan Floyd, September 10, 2025
2828 N. Howard Street*

REBUTTAL OF PLANNING COMMISSION MEMO:

The Commission's vote on August 28, 2025 with 6 members present was 5-1, not 6-0 as reported in the Planning Commission memo dated September 5, 2025.

REBUTTAL OF PLANNING STAFF REPORT ADOPTED BY THE PLANNING COMMISSION:

The report dated August 7, 2025 is either unintentionally shoddy or was prepared to obscure the actual impacts of the bill. It is not possible to derive an understanding of the bill from this report. Some of its problems:

- Incorrectly suggests that the required Lot Area for Multi-Family is “reduced” in R-5 through R-10. It is “reduced” only in the R-5 through R-8.
- Neglects to acknowledge that the reduction in Lot Area for Multi-Family is:
 - R-5: 40%
 - R-6: 33%
 - R-7: 32%
 - R-8: 33%
- Neglects to acknowledge that the Interior-side yard requirement is **eliminated** for all attached Multi-Family buildings. This allows existing Multi-Family structures on Rowhouse blocks to be expanded horizontally, and allows Rowhouses that are converted to Multi-Family structures to be expanded horizontally.
- Neglects to acknowledge that in the R-8 zone, the mid-block height for all attached buildings along 30' rights-of-way is **increased to 45'**.
- Misrepresents the Rear Yard reduction in the R-8. For Rowhouses, the reduction is from 20' to **12' or 0'** for a reduction of **40% or 100%**. For Multi-Family, the reduction is from 25' to **12' or 0'** for a reduction of **52% or 100%**.
- Fails to acknowledge that the bill does not accurately represent current Table 9-401 R-8 Maximum Lot Coverage for Dwelling: Rowhouse as “60% or 80%” and does not correctly express the amendment as “[60% or] 80% OR 100% 4”.
- Fails to acknowledge that the bill does not accurately represent current Table 9-401 R-8 Maximum Lot Coverage for Dwelling: Multi-Family as “80%” and does not correctly express the amendment as “80% OR 100% 4”.
- Fails to acknowledge that the bill does not accurately represent current Table 9-401 R-8 Maximum Bldg Height for Dwelling: Multi-Family as “45 or 60 feet 3”.
- Fails to acknowledge that the bill does not accurately represent current Table 9-401 R-8 Minimum Rear Yard for Dwelling: Rowhouse as “20 feet” and does not correctly express the amendment as “[20 feet] 12 FEET OR NONE 9”.
- Fails to acknowledge that the bill does not accurately represent current Table 9-401 R-8 Minimum Rear Yard for Dwelling: Multi-Family as “25 feet” and does not correctly express the amendment as “[25 feet] 12 FEET OR NONE 9”.

EQUITY ANALYSIS:

The very premise of this “Equity Analysis” is incorrect; the “trade-off” is not between buildable area and green area, although green space will indeed be lost. The issue is between the increase in buildable area and the loss of existing open area (both horizontal and vertical). Another basic issue is the addition of more dwelling units to blocks that currently function satisfactorily for residents under the existing density.

The analysis with its “relevant points” fails to consider the bill’s greatest impacts and practical implications. The bill opens up more of the city to speculators who buy Rowhouses to turn them into apartments. That is not a group in need of equity consideration.

And “gain in buildable area” is not an indicator of equity in the city’s built-out Rowhouse neighborhoods, where resident homeowners cherish their modest single-family daylight houses with little (and sometimes good-sized) back yards.

Increases in the size, density, and number of Multi-Family buildings on these Rowhouse blocks will **decrease** the number of existing and potential owner-occupied single-family homes.

The bill also facilitates significant enlargement of small single-family homes in the R-8 zone, which will **reduce** the number of smaller, more affordable homes for resident homeownership.

The Staff Report’s pitch for “larger structures to meet modern expectations for household space” seems out of place at this time of tiny houses, down-sizing, and a growing demand for smaller, more efficient living space. The bill perversely favors an increase in the number of small apartments while encouraging a reduction in the number of small houses.

And while rising costs of energy for home heating can be mitigated by solar collection and passive solar benefits, encouraging horizontal and vertical additions which reduce the direct sunlight that reaches neighboring Rowhouses does nothing for equity.

— Joan Floyd, September 10, 2025
2828 N. Howard Street

**Baltimore City Council Land Use & Transportation Committee
Council Bill 25-0065
Zoning—Eliminating Off-Street Parking Requirements
Support
September 11, 2025**

Dear Chair Dorsey, Vice-Chair Middleton, and Members of the Committee,

For more than 40 years, Habitat for Humanity of the Chesapeake has been a catalyst for moving low-income families out of poverty toward more prosperous, stable futures through affordable homeownership. By bringing people together to build homes, communities, and inspire hope, we settled more than 800 families into energy-efficient, affordable homes with zero-interest mortgages. This positively impacted the lives of more than 3,000 partner family members (more than half of whom are children), involved more than 1,200 volunteers annually and impacted hundreds of other community residents who benefit from safer, more vital communities as homeownership rates increase.

Our work consists of rehabs, often of formerly vacant structures, and new construction on vacant lots. We always seek to add off-street parking because we know that it is a major convenience factor for families to be able to park one or two vehicles off-street. That said, the situation for off-street parking can change on a block by block basis, and, importantly, there are lots where requirements for off-street parking can be nearly impossible to meet.

Recognizing the need for parking for the majority of our homeowners, we do make every attempt to design a home that will allow for a parking pad for one or two vehicles, in addition to providing three bedrooms. Our townhome designs are 20x32, partly to accommodate this potential for parking in the rear of the home. Achieving this can require changing lot lines, fine tuning with engineering and architecture, and multiple touch points with City administrators overseeing permissions and approvals.

There are examples, like some lots on Dumbarton St. In the Pen Lucy neighborhood, where the lot does not allow for any off-street parking, causing us to seek a variance. The lifting of off-street parking requirements would make cases like this—particularly pertinent to some of our vacant housing and lot stock, alley streets, etc.—especially important. The addition of time, or engineering expenses, when attempting off-street parking in an area whose size does not accommodate it well can be prohibitive for development.

To restate, while we, in keeping with the needs for our typical homebuyers, will always aim for off-street parking, we fully support the lifting of off-street requirements as described in this bill.

Sincerely,



Leila Kohler-Frueh

VP of Homeowner Services and Community Relations

The Case Against CCB Bills 25-0064 and 25-0065

The question that this Council and the Mayor need to answer concerning City Council Bills 25-0064 and 25-0065, & 25-0066 is: How will these measures contribute to improving the quality of life and the well-being of existing residents and neighborhoods affected by the proposed zoning changes? The Bills under consideration have been presented as solutions to problems, but in fact they create more problems for existing residents. **I have not been able to identify a single neighborhood association that is clamoring for increased housing density, larger building foot prints, less off-street parking and less open or green space.**

Instead, what we hear from residents is a desire to protect and enhance the very qualities that have made their neighborhoods desirable for generations. Residents value the green spaces, adequate parking accommodations, and the neighborly connections and lower crime rates fostered by lower density living. They are concerned that increasing density without regard to infrastructure, parking, public safety or preservation of open space will undermine the unique identities of their neighborhoods and erode the investments that families have made in their homes.

It is difficult to understand how these proposals, which seem to cater more to outside investment interests than to the voices of those who live here, will address the needs of current residents. These measures also risk creating serious unintended consequences, including the loss of neighborhood character, diminished green space, and increased competition for limited amenities. Rather than strengthening neighborhoods, these changes threaten to fragment them by prioritizing short-term development over long-term community sustainability and stability. Metaphorically speaking it is like eating your seed crop to satisfy a current food shortage, without thinking about the consequences to come.

The City of Baltimore is known as a City of Neighborhoods and in fact the City is blessed with a number of great neighborhoods that have remained stable, liveable, affordable and attractive to homebuyers and residents over many decades. Neighborhoods like Cheswolde, Lauraville, Ashburton, Northwood, Howard Park, Federal Hill, Ednor Gardens, Hampden, Mt. Washington, Violetville, Frankford, Canton, Forest Park, Medfield, Hanlon-Longwood, Cedmont, Hamilton Hills, Roland Park, Garwyn Oaks, Bolton Hill, Locust Point, Cedarcroft and the list could go on. During a period of time when owner occupancy in the City has declined below 47% many neighborhoods have maintained homeownership rates exceeding 75%. And one of the reasons these neighborhoods have remained strong is because of dedicated engaged residents, active neighborhood associations and the fact that the City, as stated policy, sought to support and preserve the character of the neighborhoods through reasonable zoning laws preserving single family housing and by

The Case Against CCB Bills 25-0064 and 25-0065

promoting homeownership opportunities in all neighborhoods through programs like Live Baltimore and Healthy Neighborhoods.

Clearly these programs and policies have been successful in helping to preserve thriving single family neighborhoods throughout the City, so it is completely bewildering and disturbing to me and many other long-time residents why the City Council and the Mayor would want to stymie that success by incentivizing investors and absent owners to purchase single family homes in stable, affordable neighborhoods, so they can develop multi-family rental units, with no off-street parking and less green and open space. With these bills, the City Council and Mayor are betraying the many homeowners who have invested and settled into single family homes throughout the City, in neighborhoods that have been anchors of stability, solidifying the City tax base and that have afforded generations of homebuyers the opportunity to own an home, only to find that the City is changing the rules and shifting its policy to favor investors and developers over neighborhood preservation and housing density over green and open space.

City Council Bill 25-0064 will absolutely reduce the amount of open and green space required and permit increased densities in every residential zone in Baltimore City, by permitting increased lot coverage, reducing yard requirements and reducing the required lot area square footage per dwelling unit. At a time when residents are demanding more open and green space to improve public health, air quality and to reduce urban heat islands, it just doesn't make any sense to reduce minimum lot areas, increase bulk lot coverage percentages and reduce yard requirements in residential zones.

This bill will permit larger buildings in most residential zones by increasing maximum lot coverage percentages allowed. At first glance the changes in the raw numbers for the maximum lot coverage and yard requirements appear to be relatively insignificant and the sponsors of these bills are inclined to characterize the changes as such, but calculated as percentages the increases and reductions are substantial and equate to a 25% to 50% change in the standards to as much as 100% in some instances.

For example the maximum lot coverage in R-1 Alpha districts increases by 40%, in R-1 and R-2 by 33% and in R-3 and R-4 by 28%. Here is another detail pointing to the reason these bills cannot be evaluated in isolation - the minimum interior side yard reduction in R-1 A-D ranges from 25% to 33% and in R-1E through R-4 the side yard requirement is reduced from 10 feet to 5 feet, which is a whopping 50% reduction. If off-street parking requirements are eliminated as proposed under 25-0065 and a buyer acquires a residence constructed under the reduced yard requirements, they wouldn't even be able to put a driveway on their property for off-street parking because a five-foot side yard is not wide enough for a driveway and parking pads are not permitted in front yards.

The Case Against CCB Bills 25-0064 and 25-0065

The minimum required sq ft. lot area per dwelling unit in R-5 through R-8 districts for multi-family is reduced under this bill between 40% and 33%. These are major changes and are not in the best interest of existing city residents and preserving open and green space in residential neighborhoods. This bill will reduce open space and yards in residential areas and negatively affect the neighborhood's aesthetic appearance and appeal.

City Council Bill 25-0065 completely eliminates off-street parking requirements for automobiles from the City zoning code. The current minimum requirement of one off-street parking space per dwelling unit has not been shown to hamper the development of new residential developments throughout the City, partly because the existing law allows for a number of site-based or use-based exemptions to the parking requirements. The proponents of this measure argue that the City should stop “arbitrarily” mandating how much parking should be required and they observe that nearly a third of City residents do not own cars. The reality is parking and access to parking in many high-density neighborhoods with large numbers of motor vehicles is a major time-consuming quality of life issue. The parking requirements were put in place not to hamper development or to add to developer’s costs, instead they were adopted for the benefit of existing residents, so that they don’t have to experience increased competition and stress trying to find a parking space relatively near their residence.

The current zoning code is not arbitrary at all. In fact, there are a number of specific targeted exemptions included in the law that take into account the type of development, neighborhood conditions and the need for adhering to the prescribed minimums. The code already exempts developments of 3 dwelling units or less from off-street parking requirements. Motor vehicle records show that there are 276,935 registered in Baltimore City, in addition it is estimated there are at least 9,000 vehicles registered in Virginia that are actually located in Baltimore City. So there are approximately 286K vehicles in the City and we know that those vehicles are not uniformly distributed throughout the City. A tour of various neighborhoods reveals that many already experience a shortage of on-street parking. Arbitrarily eliminating all off-street parking requirements without understanding how vehicles are distributed throughout city neighborhoods will only exacerbate the parking congestion and aggravation experienced in many neighborhoods. Again, I think it is reasonable to ask, How does the elimination of off-street parking requirements benefit existing residents and residential neighborhoods?

The elimination of the off-street parking requirements without taking into consideration the effects of City Council bills 25-0064 and 25-0066 is just plain irresponsible. Bill 25-0066 proposes to allow any residentially zoned property to convert to a multi-family development with up to four dwelling units, which will only compound the problem created

The Case Against CCB Bills 25-0064 and 25-0065

by eliminating off-street parking requirements. Having access to parking is just as much a quality-of-life issue for City residents as having access to open and green space and other public amenities in neighborhoods. The notion that eliminating the parking requirement will make housing more affordable is specious – it may reduce the developer’s costs, but developers are still going to market the property for the highest price the market will bring. No builder/developer is going to market a property by advertising that they are selling at a lower price, because the development does not have off-street parking. The argument that existing residents should depend on mortgage underwriters and finance companies to insist that developers include off-street parking sufficient to mitigate the increased parking congestion that existing residents will have to cope with from increased densities is just plain ludicrous.

I think it is rather ironic and worth noting that the bill would eliminate off-street parking requirements for automobiles, but the code will retain a provision requiring a specified number of bicycle parking/storage spaces. Recent surveys estimated the total number of daily bicycle commuters in Baltimore at about 7,500, or 2% of the total daily commuters, whereas automobiles account for 75% of the 362,600 total number of daily commuters. There doesn’t seem to be any rational basis for a blanket elimination of off-street parking requirements for automobiles given the number of registered vehicles in the City and the dominant level of automobile commuter traffic.

I strongly urge the Council to reject these misguided and ill-conceived bills that will end up doing more harm than good. These bills are not intended or designed to benefit existing residents or neighborhoods. The measures might yield positive outcomes, if narrowly targeted to specific land areas where major demolition has occurred and created large sections of open developable land, thereby limiting or mitigating the negative effect the bills in their current form will impose on existing residents and neighborhoods. This one size fits all policy approach does not work to sustain and preserve Baltimore’s diverse patchwork quilt of unique neighborhoods.

Respectfully Submitted

Joseph “Jody” Landers

Former City Councilmember and Homeownership Advocate.

**Testimony In Support Of
Baltimore City Council Bill 25-0065 – Zoning – Eliminating Off-Street Parking
Requirements**

Before The Land Use and Transportation Committee

September 11, 2025



Health Care for the Homeless supports City Council Bill 25-0065 - Zoning – Eliminating Off-Street Parking Requirements, known as Spaces for People Act, which would remove a key barrier to building more affordable housing in Baltimore: excessive and arbitrary parking requirements. Specifically, City Council Bill 25-0065 will eliminate arbitrary requirements that new buildings or uses include a certain number of off-street parking spaces. These requirements drive up housing prices, limit housing supply, and discourage small-scale development. City Council Bill 25-0065 is part of a broader housing affordability and development package known as The Housing Options & Opportunity Package, which Health Care for the Homeless strongly supports.

Health Care for the Homeless is Maryland’s leading provider of integrated health services and supportive housing for individuals and families experiencing homelessness. We deliver integrated medical care, behavioral health services, dental care and harm reduction interventions for more than 11,000 people annually at multiple clinic sites in Baltimore City and Baltimore County and through a Mobile Clinic and Street Medicine team. We also support more than 800 highly vulnerable Baltimoreans in more than 550 units of permanent supportive housing.

We believe that everyone deserves a home they can afford in a stable and healthy community, but most renters in Baltimore pay more than they can afford on their housing. In response, Health Care for the Homeless formed a subsidiary non-profit organization known as HCH Real Estate Company, Inc. HCH Real Estate Co, Inc. develops affordable and supportive multifamily rental housing in Baltimore. Our projects are designed to be community-centered, environmentally sustainable and deeply affordable.

City Council Bill 25-0065 will have benefits across the city, but those benefits will be particularly felt in smaller projects and projects that are more highly integrated into existing residential communities where we have the worst vacancy rates. City Council Bill 25-0065 will move affordable housing projects from financial infeasibility to shovel-ready because apart from barriers such as parking requirements, the resources for these projects already exist. With the restrictions of off-street parking, we are design-constrained to make choices that reduce our

potential rental income through inefficient space planning and that are generally out-of-sync with resident needs.

Example: Franklin Square Project

Franklin Square is one such project that can benefit from City Council Bill 25-0065. The Franklin Square Project is a 19-unit new construction affordable housing development slated for the Franklin Square neighborhood of Baltimore City. Developed by HCH Real Estate Co and Unity Properties, the project would transform the long vacant lots located at 4-20 N. Mount Street and contribute to ongoing revitalization efforts in Franklin Square. The unit mix would include eleven (11) one-bedroom units, three (3) two-bedroom, and five (5) three-bedroom units; accommodating individuals and families. The housing will be priced affordably with 10 units priced for households earning 30% AMI, 7 units at 50%, and 2 units at 60% AMI. Amenities include controlled access, onsite case management, private meeting spaces, a fitness room, in-unit laundry, and a spacious lobby. The Franklin Square Project is unique in that it will provide tenant services for all residents and specialized supportive services for the 10 deeply affordable units to accommodate households currently experiencing homelessness.

By repealing minimums and imposing maximums instead, it would mean that smaller infill redevelopment projects, like the Franklin Square project that redevelop or fill in vacant properties between existing structures, could dedicate more space to creating space for greenery and retain more of the aesthetic of the block on which the property is located. Like many rowhome blocks in Baltimore, the Franklin Square project simply was not built to accommodate off-street parking – the space is for housing and yards. Rather than breaking up the block with driveway to stretch to the back of the building and paving over would be the “backyard,” we can give more space to the actual living and recreational green space that residents of Baltimore need and deserve. Having the freedom to make our own choices in developing housing is going to lead to a more aesthetically-pleasing and environmentally-sustainable design.

Example: Sojourner Place at the Falls

Sojourner Place at the Falls is another project that we are co-developing with Episcopal Housing Corporation and Beacon Communities, where we acquired two hotels—the Holiday Inn Express located in the historic Old National Bank Building at 221 N Gay St and the Sleep Inn at 300 N Front St—for conversion to Permanent Supportive Housing (PSH). On this project, we are creating parking to solve for a flood plane issue and the maximum is well more than we put into our initial concept, so the current law has shown is excessive on required number of parking spaces. Furthermore, that site is so close to transit hubs that it is empirically excessive to require us to have 1 parking spot for every 2 dwellings, even if our folks didn’t have extremely low incomes.

By eliminating minimum parking requirements, this bill allows local affordable housing developers like us to determine the number of parking spaces needed rather than requiring us to fulfill arbitrary parking mandates. Reducing parking requirements better meets the aesthetic character of the neighborhood, thus reallocating space to more affordable housing units and

more green space. City Council Bill 25-0065 will have greater benefits to the community, future residents, and the environment.

We fully support this bill and ask for this Committee's support.

For more information about our agency, visit www.hchmd.org and www.hchreco.org.

*Our Vision: Everyone is healthy and has a safe home in a just and respectful community.
Our Mission: We work to end homelessness through racially equitable health care, housing and advocacy in partnership with those of us who have experienced it.*

**Testimony In Support Of
Baltimore City Council Bill 25-0064 – Zoning – Bulk and Yard Requirements**

Before The Land Use and Transportation Committee

September 11, 2025



Health Care for the Homeless supports City Council Bill 25-0064 – Zoning – Bulk and Yard Requirements, which would amend the zoning code to increase maximum lot coverage and reduce minimum yard requirements in certain residential districts. City Council Bill 25-0064 is part of a broader housing affordability and development package known as The Housing Options & Opportunity Package, which Health Care for the Homeless strongly supports. The Housing Options & Opportunity Package will create housing opportunities, make housing more affordable, and promote equity.

Health Care for the Homeless is Maryland's leading provider of integrated health services and supportive housing for individuals and families experiencing homelessness. We deliver integrated medical care, behavioral health services, dental care and harm reduction interventions for more than 11,000 people annually at multiple clinic sites in Baltimore City and Baltimore County and through a Mobile Clinic and Street Medicine team. We also support more than 800 highly vulnerable Baltimoreans in more than 550 units of permanent supportive housing.

We believe that everyone deserves a home they can afford in a stable and healthy community, but most renters in Baltimore pay more than they can afford on their housing. In response, Health Care for the Homeless formed a subsidiary non-profit organization known as HCH Real Estate Company, Inc. HCH Real Estate Co develops affordable and supportive multifamily rental housing in Baltimore. Our projects are designed to be community-centered, environmentally sustainable and deeply affordable.

City Council Bill 25-0064 will have benefits across the city, but those benefits will be particularly felt in smaller projects and projects that are more highly integrated into existing residential communities where we have the worst vacancy rates. City Council Bill 25-0064, like the other bills in the Housing Options & Opportunity Package, will move affordable housing projects from financial infeasibility to shovel-ready because without such barriers the resources already exist for projects like ours. With the restrictions of current requirements that City Council Bill 25-0064 addresses, we are design-constrained to make choices that reduce our potential rental income through inefficient space planning and that are generally out-of-sync with resident needs.

City Council Bill 25-0064 can make it easier to have more diversity of housing stock types in more neighborhoods and allow increased density in residential zones. Policies such as City Council Bill 25-0064 can ultimately lead to increased affordability in the City.

Health Care for the Homeless supports this bill and asks for this Committee's support.

For more information about our agency, visit www.hchmd.org and www.hchreco.org.

*Our Vision: Everyone is healthy and has a safe home in a just and respectful community.
Our Mission: We work to end homelessness through racially equitable health care, housing and advocacy in partnership with those of us who have experienced it.*



**Transportation
Alliance**



Bikemore

September 11, 2025

Ryan Dorsey, Chair
Land Use and Transportation Committee
Baltimore City Council

Dear Chair Dorsey and members of the committee,

Bikemore and the Central Maryland Transportation Alliance urge you to pass three bills coming before you in the next few days:

25-0062 will change outdated, costly requirements that mandate all residential buildings above three stories to have two staircases, instead allowing some buildings up to six stories with only one staircase. This will reduce development costs and create more affordable multi-family apartments in dense neighborhoods.

25-0064 will make modest changes to certain bulk and yard standards for residential zoning uses in residential zoning districts, allowing owners to make more flexible use of their property.

25-0065 will eliminate requirements that new buildings or uses include a certain number of off-street parking spaces. These mandates inflate construction costs, limit housing supply, and discourage small-scale development.

Too many local regulations enacted during the middle of the 20th Century make housing more expensive and make it difficult if not impossible to get around without a car. For that reason, cities across the country are reexamining parking standards, setbacks, and staircase requirements. And cities implementing reforms are seeing better and more affordable options for housing and transportation. We want those results for Marylanders and see these three ordinances as critical steps in the right direction. Please give them favorable hearings and pass them as soon as possible.

Sincerely,

Jed Weeks, Executive Director
Bikemore

Brian O'Malley, President & CEO
Central Maryland Transportation Alliance

September 10, 2025

Baltimore City Planning Commission
100 N. Holliday Street
Baltimore, MD 21202

Re: Opposition to City Council Bill 25-0065 (Parking)

Dear Commissioners,

As a resident and homeowner in Marble Hill, I am writing to express my strong opposition to City Council Bill 25-0065 (Parking). While I understand the intent behind reducing off-street parking requirements, this proposal does not reflect the day-to-day realities of Baltimore's neighborhoods and would impose significant burdens on residents.

Public Safety and Emergency Access:

Eliminating minimum parking requirements will inevitably increase the number of cars parked on already crowded streets. In many neighborhoods, vehicles already line both sides of the block, creating serious obstacles for fire trucks, ambulances, and police vehicles. Any delay in emergency response due to blocked or narrowed roadways places lives at risk.

Impact on Seniors and Residents with Disabilities:

Baltimore has a large population of seniors and individuals with mobility challenges who rely on the ability to park near their homes. Removing parking requirements will make it even harder for them to access their residences safely. This bill places an unfair burden on those least able to walk long distances from distant or unsafe parking spots.

Equity and Fairness:

Developers benefit when parking requirements are eliminated, but residents are left to absorb the negative consequences. Long-term homeowners and renters will face increased competition for limited curb space, more parking tickets, and greater inconvenience, while developers are relieved of the responsibility to plan responsibly for the vehicles their projects attract.

Environmental and Infrastructure Concerns:

More cars circling neighborhoods in search of scarce parking will worsen emissions and further deteriorate our streets, which are already in need of repair. The increased wear-and-tear on city infrastructure will raise costs that taxpayers—not developers—will be forced to bear.

Historic Neighborhood Character:

Neighborhoods such as Marble Hill were never designed to accommodate high-density development without adequate parking. This bill disregards the historic character and

architectural fabric of legacy communities, replacing thoughtful planning with a one-size-fits-all approach that undermines livability.

For these reasons, I strongly urge the Planning Commission to recommend against the passage of City Council Bill 25-0065 (Parking). Thoughtful, neighborhood-specific planning must take precedence over blanket deregulation that disregards public safety, equity, and the lived experiences of Baltimore residents.

I appreciate your attention to this important matter and your commitment to preserving the safety and stability of our communities.

With appreciation,

Charles Williams
Marble Hill Resident

Leva, Anthony F (City Council)

From: Middleton, Sharon (City Council)
Sent: Wednesday, September 17, 2025 12:39 PM
To: Leva, Anthony F (City Council)
Cc: Miller, Tywanda (City Council)
Subject: Fw: City Council Bills 25-0064 and 25-0065

Add to file

Sent from my Verizon, Samsung Galaxy smartphone
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From: Linda Batts <samuel1008@verizon.net>
Sent: Tuesday, September 16, 2025 11:55:49 PM
To: Testimony <Testimony@baltimorecity.gov>; Parker, Mark (City Council) <mark.parker@baltimorecity.gov>; McCray, Danielle (City Council) <Danielle.McCray@baltimorecity.gov>; rdorsey <Ryan.Dorsey@baltimorecity.gov>; Conway, Mark (City Council) <Mark.Conway@baltimorecity.gov>; issac.schleifer@baltimorecity.gov <issac.schleifer@baltimorecity.gov>; Middleton, Sharon (City Council) <Sharon.Middleton@baltimorecity.gov>; Torrence, James (City Council) <James.Torrence@baltimorecity.gov>; Gray, Paris (City Council) <Paris.Gray@baltimorecity.gov>; Bullock, John (City Council) <John.Bullock@baltimorecity.gov>; Porter, Phylicia R.L. (City Council) <Phylicia.Porter@baltimorecity.gov>; Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>; Jones, Jermaine (City Council) <jermaine.jones@baltimorecity.gov>; Glover, Antonio (City Council) <Antonio.Glover@baltimorecity.gov>; Ramos, Odette (City Council) <Odette.Ramos@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Cc: hanlonimprovementassoc@gmail.com <hanlonimprovementassoc@gmail.com>
Subject: City Council Bills 25-0064 and 25-0065

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Dear City Council Members:

Bills 25-0064 and 25-0065 have been proposed for Baltimore neighborhoods. These bills are based on broad assumptions applied across the city, without detailed quantitative and qualitative analysis of their effects in individual neighborhoods. This general approach may not align with the Mayor's Equity Ordinance and does not fully consider demographic data from sources such as "Vital Signs," which indicate that neighborhoods have distinct characteristics and needs. As a result, there are outstanding questions regarding how these bills could affect each individual neighborhood, including, as well, conservation districts, CHAPS communities, neighborhoods with historical covenants, and marginalized and distressed neighborhoods across Baltimore City.

Bill 25-0064:

Bill 25-0064 greatly increases multi-family density in the R-5 to R-8 zones, allowing existing rowhouse buildings to expand and encouraging single-family homes to convert to multi-family. This will lead to more corporate ownership and fewer single-family homes, limiting affordable homeownership opportunities for families. Converting rowhouses into apartments reduces chances

for homeownership, which benefits both families and neighborhoods—we should support homeownership rather than hinder it.

The allowances afforded by this bill are not minor. Not only will it result in a significant reduction in open and green space across the city but also it will affect sight lines and reduce the permeable space in a city plagued with flooding and other problems. Reducing back and side yard requirements allows developers and builders to construct larger buildings on individual lots, which decreases the green space between homes and in rear yards. This adjustment may have environmental implications such as effects on air quality and the potential for increased heat islands. The change could modify available open space and alter interactions among neighborhoods. Additionally, higher density may result in increased competition for off-street parking in concentrated communities, potentially affecting access for elderly individuals, people with disabilities, and shift workers. Amenities like safe parking and unobstructed sight lines are relevant considerations in areas concerned about crime. The impact on city resources should also be evaluated, as departments such as Housing and DPW, among others, currently face significant workloads. Increasing neighborhood density may affect services including sanitation, housing, and other environmental provisions, which could influence future demands on taxpayers.

Bill 25-0064 introduces disruptive changes to neighborhood blocks, overlooking the negative effects on residents. By permitting increased densities and building sizes "by right" citywide, it dismisses community concerns and removes safeguards against potential consequences.

Bill 25-0065:

This bill allows apartments added by Bill 25-0064 to increase car numbers in neighborhoods without requiring extra off-street parking. It removes parking requirements for buildings with four or more units, so converting R-8 properties to four or five apartments will not require additional parking. These changes apply automatically citywide, regardless of impact. The effects on parking should be evaluated closely due to existing city policies like "Complete Streets."

Ultimately, these bills are being rushed unjustifiably and without proper and widespread community engagement. The recent City Council hearing evidences the differential treatment accorded individuals testifying in support of the bills as compared to those who oppose the bills. Such disparities undermine confidence in public participation. Also, the bills lack a proper business case (social, environmental and economic). In view of the existing variance process available to residents, streamlining the variance and related processes serve as alternatives that would maintain the balance between residents and developers or those who desire modifications. It would preserve community input, improve efficiency, and remove unilateral rights in the bills. The bills, therefore, should be suspended pending proper engagement and assessments, with possible future pilot programs, if necessary, in receptive communities.

Sincerely,

Linda Batts

Leva, Anthony F (City Council)

From: Middleton, Sharon (City Council)
Sent: Wednesday, September 17, 2025 12:34 PM
To: Leva, Anthony F (City Council)
Cc: Miller, Tywanda (City Council)
Subject: Fw: BILLS 25-006 & 25-0065 BAD FOR THE NEIGHBORHOODS - BAD FOR BALTIMORE

Please add to bill file.

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From: Mary M Hughes <mhughes90@aol.com>
Sent: Tuesday, September 16, 2025 11:16:12 PM
To: Middleton, Sharon (City Council) <Sharon.Middleton@baltimorecity.gov>
Subject: BILLS 25-006 & 25-0065 BAD FOR THE NEIGHBORHOODS - BAD FOR BALTIMORE

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Councilwoman Middleton,

You must not allow Bills 25-0064 and 25-0065 to become law. Why? Glad you asked!!!

Bill 25-0064 dramatically increases multi-family density in the R-5, R-6, R-7 and R-8 zones. It allows multi-family buildings that are already on our row house blocks to grow significantly in size and in the number of apartments. It also encourages the conversion of other homes on these blocks from single-family to multi-family.

With the promise of extra density and the ability to build large additions, companies will buy up single-family properties for their multi-family potential. **There will be more corporate ownership of residences in our neighborhoods and more conversions of single-family row houses to multi-family buildings. Baltimore will lose single-family homes.**

The conversion of single-family row houses into apartments will result in fewer opportunities for home ownership, with all of its benefits to families and neighborhoods. We should be promoting and facilitating home ownership, not working against it.

It is so obvious the changes brought by **Bill 25-0064** will be disruptive and destabilizing to life on our neighborhood blocks, and yet the **bill completely disregards all negative impacts of these changes on**

neighbors and It silences the voices and legitimate concerns of neighboring homeowners and others who are affected, by allowing the new densities and building dimensions “by right” in every situation, on every row house block, citywide. Serious consequences will happen without anything to prevent them.

Now let me speak of the harm Bill 25-0065 will impose on your constituents, my neighbors:

This bill allows all of the apartments and residents added by Bill 25-0064 to bring more cars to our neighborhood blocks without additional off-street parking spaces. It removes the parking requirement for buildings with four apartments or more. If the owner of an R-8 property wants to use Bill 25-0064 to go from three current units to four or even five, or to convert a single-family row house to a multi-family building with four or five apartments, this bill will require no additional parking. **Again, it will be allowed “by right” regardless of impact in every situation, on every block, citywide.**

Question. Do you, Councilwoman Middleton, really comprehend what bill 25-0064 and bill 25-0065 are purposing?

Please do what will be beneficial to your constituents and my neighbors- DO NOT ALLOW BILLS 25-0064 & 25-0065 TO BECOME LAW!

Lastly, please consider the voices of the residents, homeowners and voters and less to well financed developers.

I thank you in advance for standing with the PEOPLE!!!

Mary Hughes
443 602-4158

Leva, Anthony F (City Council)

From: Middleton, Sharon (City Council)
Sent: Wednesday, September 17, 2025 12:32 PM
To: Leva, Anthony F (City Council)
Cc: Miller, Tywanda (City Council)
Subject: Fw: Opposition to bills 25-0064, 25-0065, and 25-0066

Add to bill file

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From: Ann Everton <ann.everton@yahoo.com>
Sent: Tuesday, September 16, 2025 9:59:43 PM
To: Testimony <Testimony@baltimorecity.gov>; Brandon M Scott <brandonm.scott@baltimorecity.gov>; Middleton, Sharon (City Council) <Sharon.Middleton@baltimorecity.gov>; City Council President <CouncilPresident@Baltimorecity.gov>
Subject: Opposition to bills 25-0064, 25-0065, and 25-0066

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Hey all,

My name is Ann Everton and I'm a resident of Garwyn Oaks and Windsor Hills (we're on the dividing line and both neighborhoods claim us) over in West Baltimore.

I strongly urge you to hit pause on bills 25-0064, 25-0065, and 25-0066 until you get more community input, before voting on them. Now that the rest of the city is more aware of the potential outcomes of these bills, you've been hearing cries of opposition and dissent from literally ALL OVER the city. That should be a loud wake-up call to take a harder look at these bills and rework a few things before you vote on them. Please remember these are your voting constituents who are raising concerns about these bills.

I was at my Garwyn Oaks community meeting last night hearing my neighbors' concerns about these bills--Councilman Blanchard was there, answering questions about 25-0065, which is his pet bill. He mentioned city-wide dissent about the bill package, and tried to reassure us our concerns were noted but essentially brushed-off. Though most of my neighbors didn't take tremendous umbrage to his specific bill (25-0065), it was bills 25-0064 and 25-0066 that really had folks riled.

Our neighborhoods are defined by their green spaces--why give developers the green light to pave over them, creating more impermeable surfaces to further aggravate our aging stormwater runoff infrastructure? The charm of this city is that it's not overcrowded, that we have space to grow and cultivate not just our greenery but our art, our music, our passions, our souls, too. These bills make me think back to the concept of the projects from when I was a kid--how will the governing forces in Baltimore City prevent the Lafayette Courts from happening again? What other possibilities could affordable housing in Baltimore look like? There must be something between high-rise luxury condos no one can afford, and the projects. I don't have the answer here, but I'm not sure bill 25-0064 or 25-0066 does either.

Also, a question: how will these bills affect covenant neighborhoods like Homeland, Roland Park, and Guilford? Are those neighborhoods to expect multi-unit dwellings with minimal green space and no parking? Are these bills equitable concerning the wealthiest neighborhoods in the city?

Sorry for the rambling note, I'm sure you all have been getting lots of them--but please take these rambling notes seriously

and delay voting on these bills so your constituents can study them more closely and suggest measures to ensure that our city won't fall victim to predatory development, gentrification, and housing inequity. We know you have our best interests at heart, and we appreciate all that you do. Take it slow :)

Best,
Ann Everton

Leva, Anthony F (City Council)

From: kmhanley2@everyactioncustom.com on behalf of Kevin Hanley <kmhanley2@everyactioncustom.com>
Sent: Friday, September 19, 2025 2:44 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.

Also, speaking as a new parent, I'd appreciate Baltimores leaders to take a position that encourages a more walkable and transit oriented city in the future. One of the things that has drawn my family and I to Baltimore is the character of the city and the ability to easily navigate without a car.

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. Kevin Hanley
219 E Heath St Baltimore, MD 21230-4909 kmhanley2@gmail.com

Leva, Anthony F (City Council)

From: Keever Frye <keever.frye@gmail.com>
Sent: Thursday, September 18, 2025 7:30 PM
To: Testimony
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.

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 Keever Frye
1204 Southview Rd Baltimore, MD 21218-1400
keever.frye@gmail.com

Leva, Anthony F (City Council)

From: Jen Spencer Heilman <jspencer835@gmail.com>
Sent: Thursday, September 18, 2025 5:27 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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,
Ms. Jennifer Spencer Heilman
305 W Lorraine Ave Baltimore, MD 21211-3115
jspencer835@gmail.com

Leva, Anthony F (City Council)

From: Michael Rubenstein <mike.rubenstein1@gmail.com>
Sent: Thursday, September 18, 2025 2:40 PM
To: Testimony
Subject: Testimony for CB 25-0062,0064,0065

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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. I've been a Baltimore City resident for about 10 years and in that time I've witnessed the development of an incredible number of high-end housing, including apartment buildings and blocks of rowhomes, all of which are priced well above the median salary of a city resident and all of which no one requested. I will be deeply disappointed in you as the Council President, as well as my representative on the council Councilman Mark Parker, and the rest of the council, if these bills Are not passed. These bills contain changes that ARE being requested, and are widely popular due to the broad demand for more housing, as well as the broad demand for streets designed to make the neighborhoods more walkable.

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,
Michael Rubenstein
12 S Ellwood Ave Baltimore, MD 21224-2241
mike.rubenstein1@gmail.com

Leva, Anthony F (City Council)

From: Harlanelizabethn@everyactioncustom.com on behalf of Elizabeth Harlan
<Harlanelizabethn@everyactioncustom.com>
Sent: Thursday, September 18, 2025 1:15 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,
Elizabeth Harlan
11 E Chase St Baltimore, MD 21202-2516
Harlanelizabethn@gmail.com

Leva, Anthony F (City Council)

From: kenn.jose@everyactioncustom.com on behalf of Jose De Arteaga
<kenn.jose@everyactioncustom.com>
Sent: Thursday, September 18, 2025 12:41 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.

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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. Jose De Arteaga
2014 31st PI SE Washington, DC 20020-3314 kenn.jose@comcast.net

Leva, Anthony F (City Council)

From: micheleslevy@everyactioncustom.com on behalf of Michele Levy
<micheleslevy@everyactioncustom.com>
Sent: Thursday, September 18, 2025 12:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Michele Levy
3140 Remington Ave Baltimore, MD 21211-2801 micheleslevy@gmail.com

Leva, Anthony F (City Council)

From: Dave Manchester <dman610@gmail.com>
Sent: Thursday, September 18, 2025 11:29 AM
To: Testimony
Subject: Land Use and Transportation Committee

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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. Dave Manchester
1405 E Clement St Baltimore, MD 21230-5205
dman610@gmail.com

Leva, Anthony F (City Council)

From: Xavier Jackson <xavierjackson3@yahoo.com>
Sent: Thursday, September 18, 2025 11:03 AM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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From: "Cohen, Zeke (City Council)" <Zeke.Cohen@baltimorecity.gov>
Date: September 18, 2025 at 9:59:02 AM EDT
To: xavierjackson3@yahoo.com
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065

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: xavierjackson3@everyactionadvocacy.com <xavierjackson3@everyactionadvocacy.com> on behalf of Xavier Jackson <xavierjackson3@everyactionadvocacy.com>
Sent: Wednesday, September 17, 2025 5:28 PM
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,

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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,
Xavier Jackson
817 Saint Paul St Baltimore, MD 21202-2472
xavierjackson3@yahoo.com

Leva, Anthony F (City Council)

From: jimbrown8@everyactioncustom.com on behalf of Jim Brown <jimbrown8@everyactioncustom.com>
Sent: Thursday, September 18, 2025 10:43 AM
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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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. Jim Brown
3010 Cresmont Ave Baltimore, MD 21211-2819 jimbrown8@msn.com

Leva, Anthony F (City Council)

From: Kate Simms <knbeagle@gmail.com>
Sent: Thursday, September 18, 2025 10:15 AM
To: Testimony
Subject: Fwd: Opposition letters for Bills 25-0064 and 25-0065
Attachments: Bill 25-0064.pdf; Bill 25-0065.pdf

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Dear Council President Cohen and Members of City Council,

Please see attached letters of opposition to bills 25-0064 and 25-0065.

Please let me know if you have any questions.

Thanks much for considering my submission.
Kate Simms

Leva, Anthony F (City Council)

From: Alex Duprey <alexduprey4589@gmail.com>
Sent: Thursday, September 18, 2025 10:04 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Dear Council,

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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 Alexandra Duprey
1033 N Calvert St Baltimore, MD 21202-3830
alexduprey4589@gmail.com

Leva, Anthony F (City Council)

From: dahous1@everyactioncustom.com on behalf of David House <dahous1@everyactioncustom.com>
Sent: Thursday, September 18, 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,
Mr David House
710 S Beechfield Ave Baltimore, MD 21229-4423 dahous1@umbc.edu

Leva, Anthony F (City Council)

From: alexduprey4589@everyactioncustom.com on behalf of Alexandra Duprey
<alexduprey4589@everyactioncustom.com>
Sent: Thursday, September 18, 2025 7:38 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Miss Alexandra Duprey
1033 N Calvert St Baltimore, MD 21202-3830 alexduprey4589@gmail.com

Leva, Anthony F (City Council)

From: brittany_cooper1@everyactioncustom.com on behalf of brittany cooper
<brittany_cooper1@everyactioncustom.com>
Sent: Thursday, September 18, 2025 5:19 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
ms brittany cooper
1636 N Calvert St Baltimore, MD 21202-2804 brittany_cooper1@comcast.net

Leva, Anthony F (City Council)

From: nancy.breen@everyactioncustom.com on behalf of Nancy Breen
<nancy.breen@everyactioncustom.com>
Sent: Thursday, September 18, 2025 4:00 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Dr. Nancy Breen
713 Ivy League Ln Rockville, MD 20850-1872 nancy.breen@yahoo.com

Leva, Anthony F (City Council)

From: andrew@everyactioncustom.com on behalf of Andrew Crabb
<andrew@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 11:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr Andrew Crabb
2414 Guilford Ave Apt BIKEMORE Baltimore, MD 21218-5220 andrew@crabb.org

Leva, Anthony F (City Council)

From: saporter97@everyactioncustom.com on behalf of Stephen Porter <saporter97@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 10:38 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. Stephen Porter
233 S Ann St Baltimore, MD 21231-2501
saporter97@gmail.com

Leva, Anthony F (City Council)

From: Andrew Samuel <asamuel@loyola.edu>
Sent: Wednesday, September 17, 2025 10:24 PM
To: Testimony
Subject: Baltimore City Council bills #25-0062, #25-0064, and #25-0065.

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Dear Council President Zeke Cohen,

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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,
Dr. Andrew Samuel
302 Oakdale Rd Baltimore, MD 21210-2522
asamuel@loyola.edu

Dr. Andrew Samuel
Professor of Economics
France-Merrick Faculty Scholar in Economics

Associate Editor, Journal of Regulatory Economics
Department of Economics
Loyola University MD
Web: <https://sites.google.com/view/andrewsamuel-loyola/home>
Zoom: <https://loyola.zoom.us/j/3593555086>

Loyola University Maryland Internal Use Only

Leva, Anthony F (City Council)

From: Mary M Hughes <mhughes90@aol.com>
Sent: Wednesday, September 17, 2025 9:58 PM
To: Testimony
Subject: Fw: BILLS 25-006 & 25-0065 BAD FOR THE NEIGHBORHOODS - BAD FOR BALTIMORE

CAUTION: This email originated from outside of Baltimore City IT Network Systems.

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STOP BILL 25-0064!!!! STOP BILL 25-0065 STOP THE INSANITY STOP IT NOW!!!

WHY? READ ON!!!

Bill 25-0064 dramatically increases multi-family density in the R-5, R-6, R-7 and R-8 zones. It allows multi-family buildings that are already on our row house blocks to grow significantly in size and in the number of apartments. It also encourages the conversion of other homes on these blocks from single-family to multi-family.

With the promise of extra density and the ability to build large additions, companies will buy up single-family properties for their multi-family potential. **There will be more corporate ownership of residences in our neighborhoods and more conversions of single-family row houses to multi-family buildings. Baltimore will lose single-family homes.**

The conversion of single-family row houses into apartments will result in fewer opportunities for home ownership, with all of its benefits to families and neighborhoods. We should be promoting and facilitating home ownership, not working against it.

It is so obvious the changes brought by **Bill 25-0064** will be disruptive and destabilizing to life on our neighborhood blocks, and yet the **bill completely disregards all negative impacts of these changes on neighbors and it silences the voices and legitimate concerns of neighboring homeowners and others who are affected, by allowing the new densities and building dimensions "by right" in every situation, on every row house block, citywide. Serious consequences will happen without anything to prevent them.**

Now let me speak of the harm Bill 25-0065 will impose on your constituents, my neighbors:

This bill allows all of the apartments and residents added by Bill 25-0064 to bring more cars to our neighborhood blocks without additional off-street parking spaces. It removes the parking requirement for buildings with four apartments or more. If the owner of an R-8 property wants to use Bill 25-0064 to

go from three current units to four or even five, or to convert a single-family row house to a multi-family building with four or five apartments, this bill will require no additional parking. **Again, it will be allowed "by right" regardless of impact in every situation, on every block, citywide.**

Question. DO ANY OF YOU really comprehend what bill 25-0064 and bill 25-0065 are purposing?
Please do what will be beneficial to your constituents and my neighbors- DO NOT ALLOW
BILLS 25-0064 & 25-0065 TO BECOME LAW!

Lastly, please consider the voices of the residents, homeowners and voters and less to well financed developers.

I thank you in advance for standing with the PEOPLE!!!

Mary Hughes, Vice
President
FALLS PARKWAY
443 602-4158

FRIENDS OF GWYNNS

Leva, Anthony F (City Council)

From: atjones4@everyactioncustom.com on behalf of Adam Jones <atjones4@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 9:28 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 Adam Jones
605 Park Ave Apt 18 Baltimore, MD 21201-4939 atjones4@gmail.com

Leva, Anthony F (City Council)

From: jeffreym715@everyactioncustom.com on behalf of Jeffrey Marks <jeffreym715@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 8:57 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. Jeffrey Marks
3736 Clarinth Rd Baltimore, MD 21215-2404 jeffreym715@yahoo.com

Leva, Anthony F (City Council)

From: dalbi.lee@everyactioncustom.com on behalf of Hj Park
<dalbi.lee@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 8:09 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,
Mrs. Hj Park
2707 Snowmill Ct Ellicott City, MD 21043-1922 dalbi.lee@gmail.com

Leva, Anthony F (City Council)

From: Lmruas@everyactioncustom.com on behalf of Laura Ruas
<Lmruas@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 8:03 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. Laura Ruas
4708 Keswick Rd Baltimore, MD 21210-2323 Lmruas@yahoo.com

Leva, Anthony F (City Council)

From: ginger_hanson_2000@everyactioncustom.com on behalf of Ginger Hanson
<ginger_hanson_2000@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 7:57 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 would like to live in a city where I can more easily access all the things I want to access via walking, biking, and public transit. I would like to live in a city where I, and others, are supported in our desire to be able to live without owning a personal vehicle. I want this because, in my experience, this results in a better quality of life and also because it will be better for the environment.

Requiring minimum parking forces up the cost of housing for everyone, including people who don't own a car. In addition, parking takes up space that makes neighborhoods less walkable. Homeowners and developers should be allowed to determine their parking needs without government restrictions. #25-0065 would remove arbitrary parking minimums.

In addition, I am privileged to live in a neighborhood with great schools, small businesses, restaurants, grocery stores, and other amenities. I would love to see both smaller and larger homes built in my neighborhood, so there would be a greater diversity of family types and incomes that could access these resources. I believe this would help my neighborhood thrive.

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,
Dr. Ginger Hanson
804 S Milton Ave Baltimore, MD 21224-3735 ginger_hanson_2000@yahoo.com

Leva, Anthony F (City Council)

From: mry5015@everyactioncustom.com on behalf of Michael Yacovelli <mry5015@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 7:44 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Dr. Michael Yacovelli
3020 E Baltimore St Baltimore, MD 21224-1348 mry5015@gmail.com

Leva, Anthony F (City Council)

From: mshynson@everyactioncustom.com on behalf of Marshall Hynson
<mshynson@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 7:24 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr Marshall Hynson
2118 Oak Lodge Rd Catonsville, MD 21228-4715 mshynson@gmail.com

Leva, Anthony F (City Council)

From: djeden5588@everyactioncustom.com on behalf of David Eden <djeden5588@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 7:23 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,
David Eden
7119 Rodgers Ct Baltimore, MD 21212-1524 djeden5588@gmail.com

Leva, Anthony F (City Council)

From: j@everyactioncustom.com on behalf of Jared Nielsen <j@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 7:18 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 Jared Nielsen
1915 Fairbank Rd Baltimore, MD 21209-3621 j@diy.email

Leva, Anthony F (City Council)

From: tbyrd420@everyactioncustom.com on behalf of Michael Frederick <tbyrd420@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 6:46 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,

Dr. Michael Frederick

2019 E Fairmount Ave Baltimore, MD 21231-1609 tbyrd420@hotmail.com

Leva, Anthony F (City Council)

From: jspencer835@everyactioncustom.com on behalf of Jennifer Spencer Heilman
<jspencer835@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 6:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ms. Jennifer Spencer Heilman
305 W Lorraine Ave Baltimore, MD 21211-3115 jspencer835@gmail.com

Leva, Anthony F (City Council)

From: cyberpallet@everyactioncustom.com on behalf of John Borlik
<cyberpallet@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 6:24 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. John Borlik
2124 Orleans St Baltimore, MD 21231-1331 cyberpallet@yahoo.com

Leva, Anthony F (City Council)

From: keever.frye@everyactioncustom.com on behalf of Keever Frye
<keever.frye@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 6:18 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,
Mr Keever Frye
1204 Southview Rd Baltimore, MD 21218-1400 keever.frye@gmail.com

Leva, Anthony F (City Council)

From: Jessie Parker <jessie.parker@gmail.com>
Sent: Wednesday, September 17, 2025 6:04 PM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Hello, please see below.

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

From: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Date: Wed, Sep 17, 2025 at 4:44 PM
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065
To: jessie.parker@gmail.com <jessie.parker@gmail.com>

Good afternoon,

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: jessie.parker@everyactionadvocacy.com <jessie.parker@everyactionadvocacy.com> on behalf of Jessie Parker <jessie.parker@everyactionadvocacy.com>
Sent: Wednesday, September 17, 2025 4:32 PM
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.

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,

Ms Jessie Parker

[3501 Roland Ave Baltimore, MD 21211-2429](mailto:jessie.parker@gmail.com)

jessie.parker@gmail.com

Leva, Anthony F (City Council)

From: dman610@everyactioncustom.com on behalf of Dave Manchester <dman610@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 6:01 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. Dave Manchester
1405 E Clement St Baltimore, MD 21230-5205 dman610@gmail.com

Leva, Anthony F (City Council)

From: ray@everyactioncustom.com on behalf of Ray Fusco <ray@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:50 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Ray Fusco
3231 Chesterfield Ave Baltimore, MD 21213-1707 ray@rayfuscoinc.com

Leva, Anthony F (City Council)

From: xavierjackson3@everyactioncustom.com on behalf of Xavier Jackson <xavierjackson3@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:28 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,
Xavier Jackson
817 Saint Paul St Baltimore, MD 21202-2472 xavierjackson3@yahoo.com

Leva, Anthony F (City Council)

From: funwithtype@everyactioncustom.com on behalf of Laura L McConnell
<funwithtype@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:15 PM
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,

Mrs. Laura L McConnell

1410 W Mount Royal Ave Baltimore, MD 21217-4244 funwithtype@yahoo.com

Leva, Anthony F (City Council)

From: cagavrick@everyactioncustom.com on behalf of Christopher Gawrych
<cagavrick@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:10 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. Christopher Gawrych
217 S Collington Ave Baltimore, MD 21231-2628 cagavrick@gmail.com

Leva, Anthony F (City Council)

From: Lynnsey O'Rourke <lynnseyeorourke@gmail.com>
Sent: Wednesday, September 17, 2025 5:08 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. Lynnsey O'Rourke
2115 Saint Paul St Apt 3 Baltimore, MD 21218-5804
lynnseyeorourke@gmail.com

Leva, Anthony F (City Council)

From: jpmof38@everyactioncustom.com on behalf of Michael Farrell <jpmof38@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:04 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Housing affordability and walk ability should take be a higher priority than abundant free parking. If there is a shortage the city should consider raising the very cheap base rate for a on street parking permit, and raising it progressively higher for second, third, and fourth vehicles registered at the same address. Additional permit Revenue could be used to reduce property tax in the affected parking permit zone, so the average cost burden to residents won't increase. People who own multiple vehicles will be incentivized to provide their own off street parking.

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 Farrell
2910 Guilford Ave Baltimore, MD 21218-4115 jpmof38@gmail.com

Leva, Anthony F (City Council)

From: mojo_art@everyactioncustom.com on behalf of Joseph Martorella
<mojo_art@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 5:03 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 Joseph Martorella
1235 Union Ave Baltimore, MD 21211-1902 mojo_art@yahoo.com

Leva, Anthony F (City Council)

From: mattanster@everyactioncustom.com on behalf of Mattan Schuchman
<mattanster@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:56 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,
Dr. Mattan Schuchman
3140 Remington Ave Baltimore, MD 21211-2801 mattanster@gmail.com

Leva, Anthony F (City Council)

From: ajpidgeon@everyactioncustom.com on behalf of Aidan Pidgeon
<ajpidgeon@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:54 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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, as myself, they do not or cannot 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 allow a developer or homeowner the freedom to determine their individualized 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. Aidan Pidgeon
1603 Bolton St Baltimore, MD 21217-4317 ajpidgeon@gmail.com

Leva, Anthony F (City Council)

From: oliveavarlas17@everyactioncustom.com on behalf of Olivea Varlas <oliveavarlas17@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:53 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,
Olivea Varlas
1500 Claremont St Baltimore, MD 21231-2775 oliveavarlas17@gmail.com

Leva, Anthony F (City Council)

From: wdusold05@everyactioncustom.com on behalf of William Dusold <wdusold05@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:53 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. William Dusold
400 Ridgely Rd Glen Burnie, MD 21061-4632 wdusold05@verizon.net

Leva, Anthony F (City Council)

From: anngreenbaum@everyactioncustom.com on behalf of Ann Greenbaum
<anngreenbaum@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:52 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,
Dr. Ann Greenbaum
803 Trafalgar Rd Towson, MD 21204-3805
anngreenbaum@aol.com

Leva, Anthony F (City Council)

From: anngreenbaum@everyactioncustom.com on behalf of ann greenbaum
<anngreenbaum@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:51 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,
Dr. ann greenbaum
803 Trafalgar Rd Towson, MD 21204-3805
anngreenbaum@aol.com

Leva, Anthony F (City Council)

From: ranigan@everyactioncustom.com on behalf of Ryan Flanigan
<ranigan@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:50 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 believe these bills will particularly help my neighborhood of Mayfield/Lake Montebello add new residents. More people should share in the beauty and utility of Lake Montebello, Herring Run Park, and Clifton Park.

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,

Mr. Ryan Flanigan

2107 Lake Montebello Ter Baltimore, MD 21218-3132 ranigan@gmail.com

Leva, Anthony F (City Council)

From: lynnseyeorourke@everyactioncustom.com on behalf of Lynnsey O'Rourke
<lynnseyeorourke@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:49 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. Lynnsey O'Rourke

2115 Saint Paul St Apt 3 Baltimore, MD 21218-5804 lynnseyeorourke@gmail.com

Leva, Anthony F (City Council)

From: jjoon@everyactioncustom.com on behalf of Jner Tzern Oon
<jjoon@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:49 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,
Dr. Jner Tzern Oon
1908 Eastern Ave Apt 2 Baltimore, MD 21231-2563 jjoon@duck.com

Leva, Anthony F (City Council)

From: mdmerry@everyactioncustom.com on behalf of Mitch Merry
<mdmerry@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:46 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,
Mitch Merry
1513 Barclay St Baltimore, MD 21202-2901 mdmerry@gmail.com

Leva, Anthony F (City Council)

From: mike.rubenstein1@everyactioncustom.com on behalf of Michael Rubenstein
<mike.rubenstein1@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:44 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,
Michael Rubenstein
12 S Ellwood Ave Baltimore, MD 21224-2241 mike.rubenstein1@gmail.com

Leva, Anthony F (City Council)

From: asamuel@everyactioncustom.com on behalf of Andrew Samuel
<asamuel@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:44 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,
Dr. Andrew Samuel
302 Oakdale Rd Baltimore, MD 21210-2522 asamuel@loyola.edu

Leva, Anthony F (City Council)

From: daria.t.pugh@everyactioncustom.com on behalf of Daria Pugh
<daria.t.pugh@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:42 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. Daria Pugh
3610 Ednor Rd Baltimore, MD 21218-2047
daria.t.pugh@gmail.com

Leva, Anthony F (City Council)

From: jdagen@everyactioncustom.com on behalf of John Dagen
<jdagen@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:41 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. John Dagen
109 S Collington Ave Baltimore, MD 21231-2015 jdagen@icloud.com

Leva, Anthony F (City Council)

From: alliewainer@everyactioncustom.com on behalf of Allison Wainer
<alliewainer@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:39 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,
Mx. Allison Wainer
343 E 28th St Baltimore, MD 21218-6734
alliewainer@gmail.com

Leva, Anthony F (City Council)

From: phil@everyactioncustom.com on behalf of Philip Rink <phil@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:36 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. Philip Rink
3800 Tudor Arms Ave Apt 2 Baltimore, MD 21211-2268 phil@philiprinkjr.com

Leva, Anthony F (City Council)

From: brianlevy89@everyactioncustom.com on behalf of Brian Levy <brianlevy89@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:34 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. Brian Levy
104 E Montgomery St Baltimore, MD 21230-3924 brianlevy89@gmail.com

Leva, Anthony F (City Council)

From: skifastoo@everyactioncustom.com on behalf of William SCHLEGEL
<skifastoo@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:34 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. William SCHLEGEL
1405 Spring Ave Rosedale, MD 21237-1838 skifastoo@gmail.com

Leva, Anthony F (City Council)

From: shaneknu@everyactioncustom.com on behalf of Shane Knudsen
<shaneknu@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:34 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Shane Knudsen
3016 Abell Ave Baltimore, MD 21218-3912 shaneknu@gmail.com

Leva, Anthony F (City Council)

From: amrlcpa@everyactioncustom.com on behalf of Angela Hayes
<amrlcpa@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:33 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mrs. Angela Hayes
508 Gladhill Rd Odenton, MD 21113-1911
amrlcpa@hotmail.com

Leva, Anthony F (City Council)

From: jessie.parker@everyactioncustom.com on behalf of Jessie Parker
<jessie.parker@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:32 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 Jessie Parker
3501 Roland Ave Baltimore, MD 21211-2429 jessie.parker@gmail.com

Leva, Anthony F (City Council)

From: lamenyuk@everyactioncustom.com on behalf of Laura Menyuk
<lamenyuk@everyactioncustom.com>
Sent: Wednesday, September 17, 2025 4:33 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,
Laura Menyuk
609 E 34th St Baltimore, MD 21218-2904
lamenyuk@gmail.com

Leva, Anthony F (City Council)

From: Linda Batts <samuel1008@verizon.net>
Sent: Wednesday, September 17, 2025 9:12 AM
To: Testimony; Cohen, Zeke (City Council); Parker, Mark (City Council); McCray, Danielle (City Council); rdorsey; Conway, Mark (City Council); Middleton, Sharon (City Council); Torrence, James (City Council); Gray, Paris (City Council); Bullock, John (City Council); Phylicia Porter; Blanchard, Zachary (City Council); Jones, Jermaine (City Council); Glover, Antonio (City Council); Ramos, Odette (City Council)
Cc: hanlonimprovementassoc@gmail.com
Subject: Fw: City Council Bills 25-0064 and 25-0065

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September 17, 2025

Baltimore City Council

100 Holliday Street

Baltimore, Md. 21202

Dear Officials:

Thank you for the opportunity to review and comment upon Bills 25-0064 and 25-0065. The Hanlon Improvement Association, Inc. opposes these bills because they bills are based on hasty generalizations and assumptions rather than evidence. There has been no thorough community-by-community analysis of these bills, their effects on residents, or who will benefit or be harmed, nor has there been genuine public input. Other considerations include, but are not limited to, the following:

- For 25-0064, the existing process for obtaining variances works and will achieve the same results with proper streamlining and refining
- The architectural history and fabric of communities not yet designated as historical or conservation districts, in part for economic reasons, will be disrupted
- The potential for an oversaturation of buildings and people in tight spaces will adversely affect individuals
- The environmental, social, health, and economic impacts are many, such as reduction of greenspace, blocking of wind and air quality, perpetuation of heat islands, potential health implications, impact on an aged system of infrastructure within the City, and the disruption to the quality of lives of residents and their abilities to socialize

- The oversaturation of people in smaller spaces without access to sufficient parking impacts health, safety and the quality of lives
- The bills will perpetuate existing racial and economic disparities, and the people who will benefit will not be the working class and persons already in need of affordable housing but developers and other financially advantaged populations
- Bill 250065 will disadvantage existing historic and legacy churches and inner-city institutions that rely on off street parking and disrupt the lives of seniors, persons with disabilities and other groups for whom accessibility is important and protected by law
- Small businesses may experience economic injury as a result of diminished parking

In the end, these bills require thorough review and input from Baltimore City residents before implementation. Both quantitative and qualitative analysis, neighborhood by neighborhood, should guide the process, followed by community engagement based on the collected data. Adopting a “one size fits all” universal decision-making model risks undermining the rulemaking process and injuring residents, especially when alternatives with a lesser impact or pilot programs for disadvantaged communities have not been considered.

Thank you.

Linda Batts, President

Hanlon Improvement Association, Inc.

Leva, Anthony F (City Council)

From: Linda Batts <samuel1008@verizon.net>
Sent: Tuesday, September 16, 2025 11:56 PM
To: Testimony; Parker, Mark (City Council); McCray, Danielle (City Council); rdorsey; Conway, Mark (City Council); issac.schleifer@baltimorecity.gov; Middleton, Sharon (City Council); Torrence, James (City Council); Gray, Paris (City Council); Bullock, John (City Council); Porter, Phylicia R.L. (City Council); Blanchard, Zachary (City Council); Jones, Jermaine (City Council); Glover, Antonio (City Council); Ramos, Odette (City Council); Cohen, Zeke (City Council)
Cc: hanlonimprovementassoc@gmail.com
Subject: City Council Bills 25-0064 and 25-0065

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Dear City Council Members:

Bills 25-0064 and 25-0065 have been proposed for Baltimore neighborhoods. These bills are based on broad assumptions applied across the city, without detailed quantitative and qualitative analysis of their effects in individual neighborhoods. This general approach may not align with the Mayor's Equity Ordinance and does not fully consider demographic data from sources such as "Vital Signs," which indicate that neighborhoods have distinct characteristics and needs. As a result, there are outstanding questions regarding how these bills could affect each individual neighborhood, including, as well, conservation districts, CHAPS communities, neighborhoods with historical covenants, and marginalized and distressed neighborhoods across Baltimore City.

Bill 25-0064:

Bill 25-0064 greatly increases multi-family density in the R-5 to R-8 zones, allowing existing rowhouse buildings to expand and encouraging single-family homes to convert to multi-family. This will lead to more corporate ownership and fewer single-family homes, limiting affordable homeownership opportunities for families. Converting rowhouses into apartments reduces chances for homeownership, which benefits both families and neighborhoods—we should support homeownership rather than hinder it.

The allowances afforded by this bill are not minor. Not only will it result in a significant reduction in open and green space across the city but also it will affect sight lines and reduce the permeable space in a city plagued with flooding and other problems. Reducing back and side yard requirements allows developers and builders to construct larger buildings on individual lots, which decreases the green space between homes and in rear yards. This adjustment may have environmental implications such as effects on air quality and the potential for increased heat islands. The change could modify available open space and alter interactions among neighborhoods. Additionally, higher density may result in increased competition for off-street parking in concentrated communities, potentially affecting access for elderly individuals, people with disabilities, and shift workers. Amenities like safe parking and unobstructed sight lines are relevant considerations in areas concerned about crime. The impact on city resources should also be evaluated, as departments such as Housing and DPW, among others, currently face significant workloads. Increasing neighborhood density may affect services including sanitation, housing, and other environmental provisions, which could influence future demands on taxpayers.

Bill 25-0064 introduces disruptive changes to neighborhood blocks, overlooking the negative effects on residents. By permitting increased densities and building sizes "by right" citywide, it dismisses community concerns and removes safeguards against potential consequences.

Bill 25-0065:

This bill allows apartments added by Bill 25-0064 to increase car numbers in neighborhoods without requiring extra off-street parking. It removes parking requirements for buildings with four or more units, so converting R-8 properties to four or five apartments will not require additional parking. These changes apply automatically citywide, regardless of impact. The effects on parking should be evaluated closely due to existing city policies like "Complete Streets."

Ultimately, these bills are being rushed unjustifiably and without proper and widespread community engagement. The recent City Council hearing evidences the differential treatment accorded individuals testifying in support of the bills as compared to those who oppose the bills. Such disparities undermine confidence in public participation. Also, the bills lack a proper business case (social, environmental and economic). In view of the existing variance process available to residents, streamlining the variance and related processes serve as alternatives that would maintain the balance between residents and developers or those who desire modifications. It would preserve community input, improve efficiency, and remove unilateral rights in the bills. The bills, therefore, should be suspended pending proper engagement and assessments, with possible future pilot programs, if necessary, in receptive communities.

Sincerely,

Linda Batts

Leva, Anthony F (City Council)

From: Linda Batts <samuel1008@verizon.net>
Sent: Tuesday, September 16, 2025 11:44 PM
To: Testimony; Cohen, Zeke (City Council); Parker, Mark (City Council); McCray, Danielle (City Council); rdorsey; Conway, Mark (City Council); issac.schleifer@baltimorecity.gov; sharon.middlestone@baltimorecity.gov; Torrence, James (City Council); Gray, Paris (City Council); Bullock, John (City Council); Porter, Phylicia R.L. (City Council); Blanchard, Zachary (City Council); Jones, Jermaine (City Council); Glover, Antonio (City Council); Ramos, Odette (City Council)
Cc: hanlonimprovementassoc@gmail.com
Subject: Opposition to Bills 25-0064 and 25-0065

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Sincerely,

Linda Batts

Leva, Anthony F (City Council)

From: Ann Everton <ann.everton@yahoo.com>
Sent: Tuesday, September 16, 2025 10:00 PM
To: Testimony; Brandon M Scott; Middleton, Sharon (City Council); City Council President
Subject: Opposition to bills 25-0064, 25-0065, and 25-0066

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Hey all,

My name is Ann Everton and I'm a resident of Garwyn Oaks and Windsor Hills (we're on the dividing line and both neighborhoods claim us) over in West Baltimore.

I strongly urge you to hit pause on bills 25-0064, 25-0065, and 25-0066 until you get more community input, before voting on them. Now that the rest of the city is more aware of the potential outcomes of these bills, you've been hearing cries of opposition and dissent from literally ALL OVER the city. That should be a loud wake-up call to take a harder look at these bills and rework a few things before you vote on them. Please remember these are your voting constituents who are raising concerns about these bills.

I was at my Garwyn Oaks community meeting last night hearing my neighbors' concerns about these bills--Councilman Blanchard was there, answering questions about 25-0065, which is his pet bill. He mentioned city-wide dissent about the bill package, and tried to reassure us our concerns were noted but essentially brushed-off. Though most of my neighbors didn't take tremendous umbrage to his specific bill (25-0065), it was bills 25-0064 and 25-0066 that really had folks riled.

Our neighborhoods are defined by their green spaces--why give developers the green light to pave over them, creating more impermeable surfaces to further aggravate our aging stormwater runoff infrastructure? The charm of this city is that it's not overcrowded, that we have space to grow and cultivate not just our greenery but our art, our music, our passions, our souls, too. These bills make me think back to the concept of the projects from when I was a kid--how will the governing forces in Baltimore City prevent the Lafayette Courts from happening again? What other possibilities could affordable housing in Baltimore look like? There must be something between high-rise luxury condos no one can afford, and the projects. I don't have the answer here, but I'm not sure bill 25-0064 or 25-0066 does either.

Also, a question: how will these bills affect covenant neighborhoods like Homeland, Roland Park, and Guilford? Are those neighborhoods to expect multi-unit dwellings with minimal green space and no parking? Are these bills equitable concerning the wealthiest neighborhoods in the city?

Sorry for the rambling note, I'm sure you all have been getting lots of them--but please take these rambling notes seriously and delay voting on these bills so your constituents can study them more closely and suggest measures to ensure that our city won't fall victim to predatory development, gentrification, and housing inequity. We know you have our best interests at heart, and we appreciate all that you do. Take it slow :)

Best,
Ann Everton

Leva, Anthony F (City Council)

From: gordon.steen@everyactioncustom.com on behalf of Gordon Steen
<gordon.steen@everyactioncustom.com>
Sent: Tuesday, September 16, 2025 7:37 PM
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,
Mr Gordon Steen
1347 Clipper Heights Ave Baltimore, MD 21211-2319 gordon.steen@gmail.com

Leva, Anthony F (City Council)

From: Barbara Stanton <stantonbarb@yahoo.com>
Sent: Tuesday, September 16, 2025 12:49 PM
To: Testimony
Subject: Bills 25-0064 and 25-0065

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We object to Bill #25-0064. Research shows that yards and open space improve the physical and mental health of community members. This bill will decrease the our ability to attract new residents and is actively harmful to Baltimore people.

We object to Bill #25-0065. Parking permits exist because parking is difficult in our neighborhoods. The argument that this will force people to use public transportation and not own cars is specious. Buses and trains need to have more routes and greater reliability before residents can give up their cars.

Regards,
Barbara Stanton
Jonathan Klopp
116 E Gittings St
Baltimore MD 21230
443-710-3396

Leva, Anthony F (City Council)

From: Fred T. <fredtillman@gmail.com>
Sent: Tuesday, September 16, 2025 9:40 AM
To: Testimony
Subject: Fwd: Opposition to City Council Bills 25-0064 and 25-0065
Attachments: Opposition to City Council Bills 25-0064 and 25-0065.pdf

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Good morning,

Please see the attached email as well.

Thank you!

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

From: Fred T. <fredtillman@gmail.com>
Date: Mon, Aug 4, 2025 at 8:14 AM
Subject: RE: Opposition to City Council Bills 25-0064 and 25-0065
To: <Eric.Tiso@baltimorecity.gov>, <Chris.Ryer@baltimorecity.gov>
Cc: Eric Brown <mobybrown@aol.com>

To the Members of the Baltimore City Planning Commission

Dear Commissioners,

I hope this message finds you well. My name is Fred Tillman, a concerned homeowner and resident of Marble Hill, writing to respectfully share my opposition to **City Council Bills 25-0064** and **25-0065** currently under your review.

While I am supportive of thoughtful development and progress, these proposed zoning changes appear to disproportionately favor developers while disregarding the lived experiences and needs of long-term residents and homeowners.

Bill 25-0064, which reduces bulk and yard requirements, threatens what little green space remains in many neighborhoods—further diminishing the beauty, environmental health, and balance our communities depend on. Green space is not expendable; it's essential.

Bill 25-0065, which would eliminate off-street parking requirements, poses serious challenges to our already-congested neighborhoods. For areas with dense multi-unit properties, removing parking standards will make it nearly impossible for current residents to access parking near their homes—greatly affecting quality of life.

Homeowners are the foundation of Baltimore's neighborhoods. We are the ones investing in, maintaining, and nurturing these communities. Policy decisions that ignore this reality erode stability and push out those most committed to the city's long-term success.

I ask that you take a thoughtful and community-centered approach to zoning, and consider the long-term impact these bills will have on existing residents.

Thank you for your service and for considering my perspective.

--

Enjoy the Journey,

Fred Tillman

Leva, Anthony F (City Council)

From: Shane Cromwell <bullettrane@gmail.com>
Sent: Monday, September 15, 2025 9:20 AM
To: Testimony
Subject: bills #25-0062, #25-0064, and #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.

For Baltimore to truly grow, we need to be a city where young families can put down roots. Bill #25-0062 moves us in that direction by opening the door to more flexible building designs homes with multiple bedrooms for families, and apartments with more windows and better airflow.

Most of Baltimore's housing stock was built long before today's bulk and yard rules. We can't keep holding on to old dated rules when we technology that allows us to do better. Updating those standards, as Bill #25-0064 proposes, will make it possible to build a wider mix of bigger and smaller homes. People with different incomes and needs should be able to find a place in more neighborhoods.

And then there's parking. Right now, the city's remaining parking minimums are driving up the cost of housing for everyone, even for people who don't own a car. They also eat up valuable space that could be used for housing, shops, or green space, and they chip away at the walkability of our neighborhoods. Bill #25-0065 would finally give developers and homeowners the freedom to decide how much parking makes sense. Cities across the country have done this already, and the results are clear: more affordable housing, stronger small business corridors, and neighborhoods that are easier to walk and bike through.

Together, these three bills align with the city's new comprehensive plan and take concrete steps toward making Baltimore a more affordable, walkable, and family-friendly city for the future.

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,
shane cromwell
[2705 Barclay St Baltimore, MD 21218-4428](mailto:route3media@gmail.com)
route3media@gmail.com

Leva, Anthony F (City Council)

From: carolina.c.paul@everyactioncustom.com on behalf of Carolina Paul
<carolina.c.paul@everyactioncustom.com>
Sent: Sunday, September 14, 2025 11:53 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,
Ms. Carolina Paul
3405 Greenway Baltimore, MD 21218-2645
carolina.c.paul@gmail.com

Leva, Anthony F (City Council)

From: Chris Defrancisci <chrisdefrancisci@gmail.com>
Sent: Sunday, September 14, 2025 7:32 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,
Chris DeFrancisci
2007 E Fairmount Ave Baltimore, MD 21231-1609
chrisdefrancisci@gmail.com

Leva, Anthony F (City Council)

From: route3media@everyactioncustom.com on behalf of shane cromwell
<route3media@everyactioncustom.com>
Sent: Saturday, September 13, 2025 9:28 AM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
shane cromwell
2705 Barclay St Baltimore, MD 21218-4428 route3media@gmail.com

Leva, Anthony F (City Council)

From: MolEcol@everyactioncustom.com on behalf of Drew Brown
<MolEcol@everyactioncustom.com>
Sent: Saturday, September 13, 2025 8:40 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,
Dr. Drew Brown
2822 Cheswolde Rd Baltimore, MD 21209-3931 MolEcol@yahoo.com

Leva, Anthony F (City Council)

From: Kristine Dennis <kristinekay.dennis@gmail.com>
Sent: Friday, September 12, 2025 1:30 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,
Kristine Dennis
3155 Keswick Rd Baltimore, MD 21211-2737
kristinekay.dennis@gmail.com

Leva, Anthony F (City Council)

From: Isabela Garces <isabelagarces97@gmail.com>
Sent: Friday, September 12, 2025 9:25 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. Isabela Garces Molina
3405 Greenway Unit 105 Baltimore, MD 21218-2640
isabelagarces97@gmail.com

Leva, Anthony F (City Council)

From: mayagk@everyactioncustom.com on behalf of Maya Kosok
<mayagk@everyactioncustom.com>
Sent: Friday, September 12, 2025 8:26 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. Maya Kosok
2736 Guilford Ave Baltimore, MD 21218-4415 mayagk@gmail.com

Leva, Anthony F (City Council)

From: rkazany@everyactioncustom.com on behalf of Becca Hazany
<rkazany@everyactioncustom.com>
Sent: Thursday, September 11, 2025 10:46 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,
Becca Hazany
2924 Huntingdon Ave Baltimore, MD 21211-2822 rkazany@gmail.com

Leva, Anthony F (City Council)

From: Elliott Kurtz <ebkurtz@gmail.com>
Sent: Thursday, September 11, 2025 10:01 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Elliott Kurtz
400 W 28th St Baltimore, MD 21211-3026
ebkurtz@gmail.com

Leva, Anthony F (City Council)

From: jim.apgar46@everyactioncustom.com on behalf of James Apgar <jim.apgar46@everyactioncustom.com>
Sent: Thursday, September 11, 2025 9:40 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,

Mr. James Apgar

21 Oak Shadows Ct Catonsville, MD 21228-2406 jim.apgar46@gmail.com

Leva, Anthony F (City Council)

From: csauerbach@everyactioncustom.com on behalf of Craig Auerbach
<csauerbach@everyactioncustom.com>
Sent: Thursday, September 11, 2025 4:52 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. Craig Auerbach
960 Fell St Unit 511 Baltimore, MD 21231-3552 csauerbach@yahoo.com

Leva, Anthony F (City Council)

From: Kristie <kristiewoods79@gmail.com>
Sent: Thursday, September 11, 2025 4:41 PM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sent from my iPhone

Begin forwarded message:

From: "Cohen, Zeke (City Council)" <Zeke.Cohen@baltimorecity.gov>
Date: September 11, 2025 at 9:17:13 AM EDT
To: kristiewoods79@gmail.com
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065

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: kristiewoods79@everyactionadvocacy.com <kristiewoods79@everyactionadvocacy.com> on behalf of K Woods <kristiewoods79@everyactionadvocacy.com>
Sent: Wednesday, September 10, 2025 9:56 PM
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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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,
K Woods
1212 N Calvert St # 4 Baltimore, MD 21202-4877
kristiewoods79@gmail.com

Leva, Anthony F (City Council)

From: Barret Rus <barret.i.rus@gmail.com>
Sent: Thursday, September 11, 2025 3:29 PM
To: Testimony
Subject: Fwd: Support for CB #25-0062, CB #25-0064, CB #25-0065

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

From: Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>
Date: Thu, Sep 11, 2025 at 9:29 AM
Subject: Re: Support for CB #25-0062, CB #25-0064, CB #25-0065
To: barret.i.rus@gmail.com <barret.i.rus@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: barret.i.rus@everyactionadvocacy.com <barret.i.rus@everyactionadvocacy.com> on behalf of Barret Rus <barret.i.rus@everyactionadvocacy.com>
Sent: Wednesday, September 10, 2025 8:02 PM
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.

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,
Barret Rus
1211 S Conkling St Baltimore, MD 21224-5341
barret.i.rus@gmail.com

--

Barret Ruly
[Check me out on LinkedIn](#)

Leva, Anthony F (City Council)

From: Patricia White <mrshophoop@hotmail.com>
Sent: Thursday, September 11, 2025 3:21 PM
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,
Ms Patricia White
2200 E Lombard St Baltimore, MD 21231-2060
mrshophoop@hotmail.com
Sent from my iPhone

Leva, Anthony F (City Council)

From: Tyler Ruth <babyruth0300@gmail.com>
Sent: Thursday, September 11, 2025 3:00 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. Tyler Ruth
242 S Bouldin St Baltimore, MD 21224-2315
babyruth0300@gmail.com

Leva, Anthony F (City Council)

From: kristinekay.dennis@everyactioncustom.com on behalf of Kristine Dennis
<kristinekay.dennis@everyactioncustom.com>
Sent: Thursday, September 11, 2025 2:57 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,
Kristine Dennis
3155 Keswick Rd Baltimore, MD 21211-2737 kristinekay.dennis@gmail.com

Leva, Anthony F (City Council)

From: alyssaweaver2012@everyactioncustom.com on behalf of Alyssa McVicker-Weaver
<alyssaweaver2012@everyactioncustom.com>
Sent: Thursday, September 11, 2025 2:33 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,
Alyssa McVicker-Weaver
3952 Hickory Ave Baltimore, MD 21211-1834 alyssaweaver2012@gmail.com

Leva, Anthony F (City Council)

From: polimenikm5@everyactioncustom.com on behalf of Kira Polimeni <polimenikm5@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 6:56 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,
Kira Polimeni
3605 Fleet St Baltimore, MD 21224-4211
polimenikm5@gmail.com

Leva, Anthony F (City Council)

From: joshua.ratner@everyactioncustom.com on behalf of Joshua Ratner
<joshua.ratner@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 6:56 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. Joshua Ratner
5011 Boxhill Ln Baltimore, MD 21210-2017 joshua.ratner@gmail.com

Leva, Anthony F (City Council)

From: mjfrancis10@everyactioncustom.com on behalf of Matthew Francis <mjfrancis10@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 6:24 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,
Matthew Francis
1901 S Charles St Apt 401 Baltimore, MD 21230-4940 mjfrancis10@gmail.com

Leva, Anthony F (City Council)

From: bmegali@everyactioncustom.com on behalf of Brian Megali
<bmegali@everyactioncustom.com>
Sent: Wednesday, September 3, 2025 5:33 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. Brian Megali
226 S Ann St Baltimore, MD 21231-2534
bmegali@gmail.com

Leva, Anthony F (City Council)

From: bruce@everyactioncustom.com on behalf of Bruce Willen
<bruce@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 9:44 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. Bruce Willen

2429 Maryland Ave Baltimore, MD 21218-5017 bruce@posttypography.com

Leva, Anthony F (City Council)

From: veenathamil@everyactioncustom.com on behalf of Veena Thamilselvan
<veenathamil@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 9:23 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,
Veena Thamilselvan
115 N Linwood Ave Baltimore, MD 21224-1248 veenathamil@gmail.com

Leva, Anthony F (City Council)

From: carroll.jack@everyactioncustom.com on behalf of Jack Carroll
<carroll.jack@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 8:48 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. As an architect, I've seen firsthand the way the current regulations limit development, and I strongly support these bills.

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,
Jack Carroll
321 E 30th St Baltimore, MD 21218-3933
carroll.jack@outlook.com

Leva, Anthony F (City Council)

From: lexigibbons@everyactioncustom.com on behalf of Alexa Gibbons
<lexigibbons@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 8:32 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 affordable housing. #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 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. Alexa Gibbons
1470 Woodall St Baltimore, MD 21230-5124 lexigibbons@gmail.com

Leva, Anthony F (City Council)

From: ed.traver@everyactioncustom.com on behalf of Edward Traver
<ed.traver@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 8:08 PM
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,
Dr. Edward Traver
721 E Fort Ave Baltimore, MD 21230-4724 ed.traver@gmail.com

Leva, Anthony F (City Council)

From: sarahkatejacklin@everyactioncustom.com on behalf of Sarah Jacklin
<sarahkatejacklin@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 6:08 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.

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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. Sarah Jacklin
405 W Franklin St Baltimore, MD 21201-1840 sarahkatejacklin@gmail.com

Leva, Anthony F (City Council)

From: blakebarnett43@everyactioncustom.com on behalf of Blake Barnett <blakebarnett43@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 6:06 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,
Dr Blake Barnett
1201 Berry St Baltimore, MD 21211-1994
blakebarnett43@gmail.com

Leva, Anthony F (City Council)

From: david.e.wolfe@everyactioncustom.com on behalf of David Wolfe
<david.e.wolfe@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 5:46 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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Sincerely,
Mr. David Wolfe
8222 Carrbridge Cir Towson, MD 21204-1810 david.e.wolfe@gmail.com

Leva, Anthony F (City Council)

From: naomi.m.komuro@everyactioncustom.com on behalf of Naomi Komuro
<naomi.m.komuro@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 5:28 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,
Naomi Komuro
922 Saint Paul St Baltimore, MD 21202-2424 naomi.m.komuro@gmail.com

Leva, Anthony F (City Council)

From: csn4348@everyactioncustom.com on behalf of Shelley Norman <csn4348@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 5:25 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,
Dr. Shelley Norman
1035 Marla Dr Baltimore, MD 21212-3216 csn4348@gmail.com

Leva, Anthony F (City Council)

From: sasha@everyactioncustom.com on behalf of Alexander Bauer
<sasha@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 5:10 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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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. Alexander Bauer
12 E Mount Vernon Pl # B1B1 Baltimore, MD 21202-2367 sasha@linux.com

Leva, Anthony F (City Council)

From: aliciaelba@everyactioncustom.com on behalf of Alicia Williams
<aliciaelba@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 5:08 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,

Mrs. Alicia Williams

1618 Hollins St Baltimore, MD 21223-2429 aliciaelba@gmail.com

(202) 285-3374

Leva, Anthony F (City Council)

From: jtimson9@everyactioncustom.com on behalf of Jessalyn Timson <jtimson9@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 4:49 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,
Ms. Jessalyn Timson
2102 E Pratt St Baltimore, MD 21231-2027 jtimson9@gmail.com

Leva, Anthony F (City Council)

From: SystemicError@everyactioncustom.com on behalf of Tevis Tsai
<SystemicError@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 4:49 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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As much as a third of Baltimoreans lack access to a car; they (and I) have no use for mandatory parking minima and would love to see more walkability and bicycle parking so that we can all access and enjoy our city.

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. Tevis Tsai
7806 Elmhurst Ave Parkville, MD 21234-5529 SystemicError@gmail.com

Leva, Anthony F (City Council)

From: tcsaintclare@everyactioncustom.com on behalf of Tyler St Clare
<tcsaintclare@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 4:33 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,
Tyler St Clare
4211 Harcourt Rd Baltimore, MD 21214-3409 tcsaintclare@gmail.com

Leva, Anthony F (City Council)

From: jeenly.jeenly@everyactioncustom.com on behalf of Jeenly Louis
<jeenly.jeenly@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 4:05 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. Jeenly Louis
311 E 23rd St Baltimore, MD 21218-5812
jeenly.jeenly@gmail.com

Leva, Anthony F (City Council)

From: elysian109@everyactioncustom.com on behalf of William Zhu <elysian109@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:58 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. William Zhu
1 E Chase St Apt 713 Baltimore, MD 21202-2563 elysian109@gmail.com

Leva, Anthony F (City Council)

From: BVANWELY@everyactioncustom.com on behalf of J. B. Van Wely
<BVANWELY@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:49 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 J. B. Van Wely

2210 E Lombard St Baltimore, MD 21231-2021 BVANWELY@MYSELF.COM

Leva, Anthony F (City Council)

From: timhreha@everyactioncustom.com on behalf of Tim Hreha
<timhreha@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:46 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. Tim Hreha
4209 Roland Ave Baltimore, MD 21210-2701 timhreha@gmail.com

Leva, Anthony F (City Council)

From: shaunboylelehmann@everyactioncustom.com on behalf of Shaun Lehmann
<shaunboylelehmann@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:40 PM
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,
Mr. Shaun Lehmann
13755 State Route 144 West Friendship, MD 21794-9703 shaunboylelehmann@gmail.com

Leva, Anthony F (City Council)

From: bikemore.he6yc@everyactioncustom.com on behalf of David Corderman
<bikemore.he6yc@everyactioncustom.com>
Sent: Tuesday, September 2, 2025 3:39 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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. David Corderman
13 S Curley St Baltimore, MD 21224-2234 bikemore.he6yc@simplelogin.com

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Wednesday, September 17, 2025 10:30 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: Bill 25-0065.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Kate Simms
Affiliation	self
Email	knbeagle@gmail.com
Phone Number	(410) 977-4286
Address	1630 Lancaster St, Baltimore, MD, 21231
Position	Oppose
Type of Testimony	Written
Upload Testimony	Bill 25-0065.pdf

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Wednesday, September 17, 2025 7:19 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Lisa Regnante
Affiliation	Little Italy Neighborhood Association
Email	president@BaltimoreLINA.org
Phone Number	(410) 227-7054
Address	250 President St , Unit #811, Baltimore, MD, 21202
Position	Oppose
Type of Testimony	Oral

Leva, Anthony F (City Council)

From: Tiso, Eric (DOP)
Sent: Wednesday, September 10, 2025 1:00 PM
To: Leva, Anthony F (City Council); Jemmott, Julianne (City Council)
Subject: FW: Opposition to City Council Bill 25-0065 (Parking)
Attachments: Opposition_Letter_25-0065.pdf

For the bill file...

-Eric

From: Charles Williams <chazwilliamz@gmail.com>
Sent: Wednesday, September 10, 2025 12:55 PM
To: Tiso, Eric (DOP) <Eric.Tiso@baltimorecity.gov>; Ryer, Chris (DOP) <Chris.Ryer@baltimorecity.gov>
Cc: Malcolm Lewis <Malcolm.Lewis1130@gmail.com>; Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; Bullock, John (City Council) <John.Bullock@baltimorecity.gov>; Joel Kurz <joel@thegardenbaltimore.com>; William Blackwell <willmarionb1510@verizon.net>; Eric Brown <mobybrown@aol.com>; Brenda Allison <bkayeallison@gmail.com>; Jules Dunham Howie <juleshouse@hotmail.com>; rdorsey <Ryan.Dorsey@baltimorecity.gov>; Gray, Paris (City Council) <Paris.Gray@baltimorecity.gov>; marble hill <marblehillimprovement@gmail.com>; Upton@historicipton.com; Kennedy, Alice (DHCD) <Alice.Kennedy@baltimorecity.gov>
Subject: Opposition to City Council Bill 25-0065 (Parking)

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September 10, 2025

Re: Opposition to City Council Bill 25-0065 (Parking)

Good afternoon Mr. Tiso,

Please include the attached letter, also copied below, as part of the testimony for the upcoming Planning Commission hearing on September 11th.

As a resident and homeowner in Marble Hill, I am writing to express my strong opposition to City Council Bill 25-0065 (Parking). While I understand the intent behind reducing off-street parking requirements, this proposal does not reflect the day-to-day realities of Baltimore's neighborhoods and would impose significant burdens on residents.

Public Safety and Emergency Access

Eliminating minimum parking requirements will inevitably increase the number of cars parked on already

crowded streets. In many neighborhoods, vehicles already line both sides of the block, creating serious obstacles for fire trucks, ambulances, and police vehicles. Any delay in emergency response due to blocked or narrowed roadways places lives at risk.

Impact on Seniors and Residents with Disabilities

Baltimore has a large population of seniors and individuals with mobility challenges who rely on the ability to park near their homes. Removing parking requirements will make it even harder for them to access their residences safely. This bill places an unfair burden on those least able to walk long distances from distant or unsafe parking spots.

Equity and Fairness

Developers benefit when parking requirements are eliminated, but residents are left to absorb the negative consequences. Long-term homeowners and renters will face increased competition for limited curb space, more parking tickets, and greater inconvenience, while developers are relieved of the responsibility to plan responsibly for the vehicles their projects attract.

Environmental and Infrastructure Concerns

More cars circling neighborhoods in search of scarce parking will worsen emissions and further deteriorate our streets, which are already in need of repair. The increased wear-and-tear on city infrastructure will raise costs that taxpayers—not developers—will be forced to bear.

Historic Neighborhood Character

Neighborhoods such as Marble Hill were never designed to accommodate high-density development without adequate parking. This bill disregards the historic character and architectural fabric of legacy communities, replacing thoughtful planning with a one-size-fits-all approach that undermines livability.

For these reasons, I strongly urge the Planning Commission to recommend against the passage of City Council Bill 25-0065 (Parking). Thoughtful, neighborhood-specific planning must take precedence over blanket deregulation that disregards public safety, equity, and the lived experiences of Baltimore residents.

I appreciate your attention to this important matter and your commitment to preserving the safety and stability of our communities.

With appreciation,
Charles Williams
Marble Hill Resident

Leva, Anthony F (City Council)

From: Tiso, Eric (DOP)
Sent: Wednesday, September 10, 2025 12:56 PM
To: Leva, Anthony F (City Council); Jemmott, Julianne (City Council)
Subject: FW: CITY COUNCIL BILL #25-0065/ ZONING - ELIMINATING OFF-STREET PARKING REQUIREMENTS (Citywide)
Attachments: Marble Hill - Bill Opposition 0065.docx

For the Council Bill file.

-Eric

From: malcolm.lewis1130@gmail.com <malcolm.lewis1130@gmail.com>
Sent: Wednesday, September 10, 2025 8:57 AM
To: Tiso, Eric (DOP) <Eric.Tiso@baltimorecity.gov>; Ryer, Chris (DOP) <Chris.Ryer@baltimorecity.gov>
Cc: Blanchard, Zachary (City Council) <zachary.blanchard@baltimorecity.gov>; Bullock, John (City Council) <John.Bullock@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; 'Charles Williams' <chazwilliamz@gmail.com>; 'Joel Kurz' <joel@thegardenbaltimore.com>; William Blackwell <willmarionb1510@verizon.net>; 'Eric Brown' <mobybrown@aol.com>; 'Jules Dunham Howie' <juleshouse@hotmail.com>; 'Brenda Allison' <bkayeallison@gmail.com>; rdorsey <Ryan.Dorsey@baltimorecity.gov>; Gray, Paris (City Council) <Paris.Gray@baltimorecity.gov>; 'marble hill' <marblehillimprovement@gmail.com>
Subject: CITY COUNCIL BILL #25-0065/ ZONING - ELIMINATING OFF-STREET PARKING REQUIREMENTS (Citywide)

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Hi Eric & Chris – Please include this letter, attached and below, into the testimony for the Land Use and Transportation Committee Meeting tomorrow. Thank You.

I am writing to urge you to consider rejecting or revising City Council Bill 25-0065. This proposal, though perhaps well-intentioned in seeking to reduce restrictions that impact development, overlooks the real consequences it will impose on our communities, infrastructure, and daily life.

Bill 25-0065 is equally alarming. Eliminating minimum off-street parking requirements ignores the transportation realities of many Baltimoreans. While encouraging walkability and biking is laudable, the city has not yet made the investments necessary to make those options feasible or safe for all residents. Without sufficient public transit or protected bike lanes, this policy could create chaos on residential streets, increase traffic disputes, and worsen mobility challenges, particularly for those in underserved or lower-income communities who cannot afford frequent parking fines or long walks to distant parking spots. Additionally, the

Marble Hill Community residents have existing parking challenges especially on Sundays where our local churches bring in members from all over, many of which are not residents.

Urban policy must be rooted in the lived experiences of all Baltimore residents, not just in theoretical planning models. We need zoning reforms that are responsive to neighborhood context, that phase in over time, and that are informed by robust public engagement, not sweeping changes that outpace our city's readiness.

I respectfully request that the Planning Commission recommend disapproval of bill 25-0065 and instead promote a more inclusive, data-driven planning process.

Sincerely,

Malcolm Lewis P.E.,

Marble Hill Resident

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Tuesday, September 9, 2025 6:11 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Kevin Lindamood
Affiliation	Health Care for the Homeless
Email	klindamood@hchmd.org
Phone Number	(443) 838-7867
Address	421 Fallsway, Baltimore, MD, 21212
Position	Support
Type of Testimony	Oral

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Tuesday, September 9, 2025 5:10 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: The Case Against Zoning Bills 25-0064, 25-0065.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Joseph Landers
Affiliation	Life-long resident
Email	jodylanders3@gmail.com
Phone Number	(443) 386-2638
Address	2810 Rueckert Ave, Baltimore, MD 21214, Baltimore, MD, 21214
Position	Oppose
Type of Testimony	Both
Upload Testimony	The Case Against Zoning Bills 25-0064, 25-0065.pdf

Leva, Anthony F (City Council)

From: City of Baltimore <noreply@formresponse.com>
Sent: Monday, September 8, 2025 1:18 PM
To: Testimony
Subject: Form submission from: Testify Before the Baltimore City Council
Attachments: CWA testimony parking minimums .pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify?

25-0065 - Zoning – Eliminating Off-Street Parking Requirements

Name	Emily Ranson
Affiliation	Clean Water Action
Email	eranson@cleanwater.org
Phone Number	(410) 921-9229
Address	145 W Ostend St, Suite 600, Baltimore, MD, 21230
Position	Support
Type of Testimony	Both
Upload Testimony	CWA testimony parking minimums .pdf

To: City Council President Zeke Cohen

Re: Opposition to CCB #25-0065 - Zoning – Eliminating Off-Street Parking

The members of the city's Residential Permit Parking Advisory Board (RPPAB) are writing to express their opposition to CCB #25-0065 – Zoning – Eliminating Off-Street Parking Requirements. We are a group that advises the city government on a wide range of parking issues, and we represent approximately 10,000 households in Baltimore City. Our main concern is that a related bill (25-0066 (Zoning – Housing Options and Opportunity Act)) and this bill propose to increase the density of dwellings in residential neighborhoods while eliminating existing requirements to provide off-street parking for new dwellings. Our understanding is that CCB- 25-0066 would change the current code, which requires at least one parking space per dwelling unit to permit development of up to 4 dwelling units per property with NO off-street parking required for the additional units.

As residents and representatives on parking issues, we know, both first-hand and via discussions with our neighbors, that scarcity of parking is a major source of concern in many city neighborhoods. Insufficient parking can lead to serious safety, mobility, and health issues; depressed property values; and reduced diversity.

1. Safety

- a. The safety concerns come from residents being forced to park farther and farther away from their homes as the density of the population increases without adequate parking for that population.
 - i. The sponsors assume this bill will drive residents to give up their cars and use public transportation or bikes and scooters.
 - ii. They are overlooking the other option, which is that this change could amplify the recent trend of residents leaving the city
 - iii. If that occurs, the city will lose tax income (taxes on personal income, property, and sales).
 - iv. **We are unaware of any study that has been done to try to determine which outcome is more likely and this is too important a question to guess at the answer. We suggest that this issue be studied before further actions on this bill occur.**

2. Mobility

- a. City government would like to see residents move towards the use of public transportation, and, while many of our residents would like to be able to do that, the current public transportation system is problematic.
- b. Older and disabled residents also have concerns about their safety when they rely on public transportations.
 - i. Many of them are targeted for crime while walking to and from the boarding sites (if they are able to walk to these sites) or waiting on the street for transportation to pick them up.
- c. Until a safe and reliable public transportation system that better meets our needs is put in place, it is premature to try to force city residents to give up their cars by failing to plan for adequate parking.

- i. **We suggest that the current state of public transportation be studied and the improvements made before we try to force residents to give up their cars and rely on public transportation instead.**

3. Health

- a. Many areas of the city are food deserts.
- b. For many residents, especially those who are older or disabled, it is impossible to try to use public transportation to purchase groceries and transport them home.
- c. And while delivery is an option for some, the cost is prohibitive for many residents.
- d. The availability of fresh, nutritious food for all residents must also be addressed before city government tries to force residents to give up their cars.
- e. It has previously been suggested that these zoning changes would lead to more services moving into neighborhoods so that residents would be able to walk to obtain things like fresh food, however, no basis for that assumption has been provided.
 - i. **The impact on residents being able to access fresh nutritious food via public transportation must also be studied and addressed.**
 - ii. **The assumption that services like groceries will move into residential areas and be available by walking must also be studied to ensure that that will, in fact, happen.**

4. Decreased Property Values

- a. Many Board members represent areas where parking is already very tight. We are well aware of people looking to purchase property who avoid certain neighborhoods because parking is one of the amenities/quality of life issues that matters to them.
- b. This has the effect of driving down property values in these neighborhoods and encouraging some existing owner/occupants to leave and others not to buy.
- c. Implementing a change that deliberately aims to reduce property values is NOT in the best interest of the owner/occupants who are already here and who bought their property not only as a home but as a major investment.
- d. Having a core of owner/occupants is critical to the health and growth of a neighborhood and deliberately seeking to drive down their property values will be a disincentive for many of them to remain in the city.
- e. Increasing the density of rental properties will lead to increased speculation and more properties that are non-owner occupied.
 - i. Far too many neighborhoods already struggle with absentee landlords who do not tend to and/or maintain their properties.
 - ii. This, in turn leads to decreased property values near these derelict properties and serious safety issues caused by squatters occupying those properties when they are vacant.
- f. **Before we make this change, The City Council should study the projected impact this bill will have on property values to ensure we do not lose more owner/occupants because of it.**
 - i. **We should also look at the potential loss of property taxes revenue if this occurs.**

5. Diversity

- a. This bill goes against the goal of allowing owners and residents to age in place, especially if parking is not available to our older and disabled residents who rely on their cars as tools to maintain their independence.
- b. Our communities must remain diverse and not squeeze out aged and disabled residents in order to increase the income for developers.
- c. Eliminating parking restrictions will have a negative impact on workers, especially high-income residents, who commute by car from their neighborhood to their jobs in the suburbs and in DC and VA.
 - a. We need to protect the ability of all workers to get to their jobs.
 - b. We need these residents to remain living in the city because they help to keep our communities economically diversified and provide important support to the economy of our neighborhoods and our city.
- d. **Before The City Council enacts these changes, they should study and assess**
 - a. **The impact on the aged and/or disabled;**
 - b. **The impact on workers who must travel outside the city to work; and**
 - c. **The potential for the loss of tax revenues if these proposed changes lead to residents leaving the city.**

We asked for all of these studies to be done in 2022, but there is no indication that that has occurred. There needs to be holistic planning which recognizes that, In the absence of a public transportation system that meets the needs of all residents, meeting parking needs MUST continue to be planned for when increasing density in our neighborhoods. Failing to do that will lead to speculation and unplanned expansion, which will ultimately breakup our communities.

In summary, we believe there are a lot of unproven assumptions that are driving this bill. We would like to see those assumptions studied before the bill moves forward. Additionally, we believe that there should be an overall plan that looks at the impact of increasing density without providing parking from a holistic point of view which addresses all of the issues we have mentioned above.

For all the reasons listed above, we are opposed to the proposed bill. Thank you for considering our input.

Steve Johnson

President, Residential Permit Parking Advisory Board

Cc:

Councilman Dorsey

Councilman Blanchard

Councilman Gray



100 North Charles Street, 2nd Floor
Baltimore, Maryland 21201

410-223-2222
www.brhp.org

September 11, 2025

Land Use and Transportation Committee
Baltimore City Council
City Hall, Room 408
100 N. Holliday St.
Baltimore, MD 21202

**RE: Baltimore Regional Housing Partnership Testimony in Support of City Council
Bill 25-0065, Eliminating Off-Street Parking Requirements**

Dear Chair Dorsey, Vice Chair Middleton and Honorable Committee Members:

On behalf of the Baltimore Regional Housing Partnership, we express our strong support for City Council Bill 25-0065, which proposes eliminating off-street parking minimums in Baltimore's zoning code.

This bill represents a meaningful step toward creating a more affordable, equitable, and sustainable Baltimore. Parking minimums are an often hidden but significant barrier to more affordable housing development. By mandating parking spaces regardless of actual demand, these requirements drive up construction costs, reduce the number of units that can be built, and ultimately inflate housing prices.

These costs are disproportionately borne by low-income families, many of whom do not own cars and would benefit more from access to housing than from mandated parking.

At BRHP, our mission is to expand housing choices for families historically excluded from opportunity-rich neighborhoods. As the Regional Administrator for the Baltimore Housing Mobility Program, we serve over 4,300 families, helping them transition from areas of concentrated poverty to communities where they can thrive. Our work is grounded in [research](#) that shows that where you live shapes your access

to education, employment, health, and safety. Yet, we consistently encounter a major obstacle: the lack of affordable housing in well-resourced neighborhoods. Parking minimums exacerbate this challenge by limiting the feasibility of new, affordable developments in precisely the areas where families need them most.

[Research](#) shows that eliminating parking minimums can significantly reduce housing costs and increase supply. Cities like Buffalo, Minneapolis, and San Francisco have already taken this step, and the results are promising: more affordable units, better use of land, and increased investment in walkable, transit-oriented neighborhoods.

Baltimore has the opportunity to follow suit and unlock similar benefits. **[Over half of Baltimore renters are cost-burdened, and thousands of families are struggling to find homes that meet their needs and budgets.](#)** More than [20% of all Baltimore households](#) spend over half their income on housing, and 92% of these severely burdened households are earning less than half of the area median income. These figures are not just statistics – they represent Baltimore families struggling to find stability and opportunity. Creating new pathways to more affordable housing is essential to ensure these families aren't left behind.

It's important to note that eliminating parking minimums doesn't mean eliminating parking altogether. It means allowing those who are building homes in our city to respond to actual market demand and community needs. It means giving neighborhoods the flexibility to prioritize housing, green space, or transit access over underutilized parking lots.

For the families BRHP serves, this bill offers more than policy reform – it offers hope. It opens the door to new housing options in neighborhoods with high-performing schools, safe streets, and economic opportunity. It aligns directly with our mission to expand housing choice and promote inclusive growth across the region.

City Council Bill 25-0065 is a smart, evidence-based reform that supports Baltimore's goals for equity, sustainability, and affordability. We respectfully urge the committee to support this bill and help Baltimore take a bold step toward a more inclusive future.

Thank you for your time and consideration.

Sincerely,

Adria Crutchfield
Executive Director

About the [Baltimore Regional Housing Partnership](#):

The Baltimore Regional Housing Partnership (BRHP) is a non-profit organization that expands housing choices for low-income families who have historically been excluded from housing in well-resourced neighborhoods by helping them access and transition successfully to safe, healthy, and economically vibrant communities. As the Regional Administrator for the Baltimore Housing Mobility Program, BRHP has been opening pathways to better futures for low-income families for over 10 years. BRHP currently provides over 4,300 low-income families rental assistance in the form of Housing Choice Vouchers coupled with counseling support for families as they move from areas of concentrated poverty to areas of opportunity in Baltimore City and the five surrounding counties.

September 10, 2025

Baltimore City Planning Commission
100 N. Holliday Street
Baltimore, MD 21202

Re: Opposition to City Council Bill 25-0065 (Parking)

Dear Commissioners,

As a resident and homeowner in Marble Hill, I am writing to express my strong opposition to City Council Bill 25-0065 (Parking). While I understand the intent behind reducing off-street parking requirements, this proposal does not reflect the day-to-day realities of Baltimore's neighborhoods and would impose significant burdens on residents.

Public Safety and Emergency Access:

Eliminating minimum parking requirements will inevitably increase the number of cars parked on already crowded streets. In many neighborhoods, vehicles already line both sides of the block, creating serious obstacles for fire trucks, ambulances, and police vehicles. Any delay in emergency response due to blocked or narrowed roadways places lives at risk.

Impact on Seniors and Residents with Disabilities:

Baltimore has a large population of seniors and individuals with mobility challenges who rely on the ability to park near their homes. Removing parking requirements will make it even harder for them to access their residences safely. This bill places an unfair burden on those least able to walk long distances from distant or unsafe parking spots.

Equity and Fairness:

Developers benefit when parking requirements are eliminated, but residents are left to absorb the negative consequences. Long-term homeowners and renters will face increased competition for limited curb space, more parking tickets, and greater inconvenience, while developers are relieved of the responsibility to plan responsibly for the vehicles their projects attract.

Environmental and Infrastructure Concerns:

More cars circling neighborhoods in search of scarce parking will worsen emissions and further deteriorate our streets, which are already in need of repair. The increased wear-and-tear on city infrastructure will raise costs that taxpayers—not developers—will be forced to bear.

Historic Neighborhood Character:

Neighborhoods such as Marble Hill were never designed to accommodate high-density development without adequate parking. This bill disregards the historic character and

architectural fabric of legacy communities, replacing thoughtful planning with a one-size-fits-all approach that undermines livability.

For these reasons, I strongly urge the Planning Commission to recommend against the passage of City Council Bill 25-0065 (Parking). Thoughtful, neighborhood-specific planning must take precedence over blanket deregulation that disregards public safety, equity, and the lived experiences of Baltimore residents.

I appreciate your attention to this important matter and your commitment to preserving the safety and stability of our communities.

With appreciation,

Charles Williams
Marble Hill Resident

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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activities using the Report Phishing Email Button, or by emailing to Phishing@baltimorecity.gov

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.

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,
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.

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,
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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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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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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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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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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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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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 5:36 PM
To: Testimony
Subject: Support for CB #25-0062, CB #25-0064, CB #25-0065

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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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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 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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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. 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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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

----- 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



forestpkassociation@gmail.com
(443) 829-1447

July 21, 2025

VIA ELECTRONIC MAIL

Council President Zeke Cohen
zeke.cohen@baltimorecity.gov

Councilmember Zac Blanchard - District 11
zachary.blanchard@baltimorecity.gov

Councilmember Ryan Dorsey - District 3
ryan.dorsey@baltimorecity.gov

Councilmember Paris Gray - District 8
paris.gray@baltimorecity.gov

RE: City Council Bill 25-0065

Dear Councilmembers:

As you know, on May 12, 2025, Mayor Brandon M. Scott introduced the Housing Options and Opportunity Act. Along with this Act, four other bills were introduced. In particular, City Council Bill 25-0065 which seeks to “eliminate outdated parking minimums that require new buildings to include a certain number of off-street parking spaces.” The press release also states that this mandate “drives up construction costs, limits what can be built, and often stands in the way of the development our communities need.” The Forest Park Neighborhood Association, Inc. is in agreement that there are some communities in need of development. However, Forest Park is not one of those communities.

Forest Park is a neighborhood of mostly homeowners and retirees in West Baltimore. Forest Park has many assisted living facilities, group homes, and inpatient drug rehabilitation facilities. In addition, many of the once single-family homes have been converted to apartments to increase the owners’ monthly revenue. These facilities are situated within the community nearby or adjacent to homeowners. The residents of the facilities outlined above may or may not have vehicles to park on the street. However, the employees and visitors of residents in

these facilities own vehicles and park on the street in the first available parking spot they find. This currently poses a parking issue for homeowners in the community.

Forest Park also has a number of churches within the community. These churches either do not have designated parking or the parking lot does not accommodate the overflow of cars that belong to the worshipers. Therefore, the worshipers park in the community, which restricts the movement of the homeowners' cars. Homeowners risk having to park a block away if they leave their homes during church hours. In the alternative, homeowners delay their departure to ensure a parking space is available when they return. There is already an existing parking issue and City Council Bill 25-0065 does not address this issue or resolve it.

Forest Park also has an issue with "musical cars." When individuals can no longer park on their street for whatever reason, they move their cars to the first available parking space within the community. These abandoned cars prompt calls to Baltimore City's 311 Services to have the cars removed. After reviewing the text of City Council Bill 25-0065, the bill does not address or resolve the abandoned car issue.

The press release also states the proposed "parking mandates will make homeownership more attainable and rent more affordable." As we know, homeownership is not for the weak and there are various costs involved during and after the process. What would make homeownership attractive in Forest Park if the prospective homeowner cannot park in front of or nearby their homes? Would a homeowner be willing to purchase a home knowing that they will need to park a distance away from that home?

The Forest Park Neighborhood Association, Inc. opposes City Council Bill 25-0065 (emphasis added). City Council Bill 25-0065 may work or even improve the parking situation for other communities. We view City Council Bill 25-0065 as a detriment to our community. As previously stated, Forest Park is inundated with assisted living facilities, group homes, inpatient drug rehabilitation facilities, and converted multi-family dwellings. We are aware of the Fair Housing Act of Maryland and the Americans with Disabilities Act, as it pertains to the assisted living facilities, group homes, and inpatient drug rehabilitation facilities. We cannot control the sale of a large home that is purchased by an individual or group to convert into one of the facilities previously mentioned. However, we can seek assistance to help mitigate future parking issues that will be occur with the passage of City Council Bill 25-0065.

Thank you for your time and we hope that you will take the position of the Forest Park Neighborhood Association, Inc. into consideration before City Council Bill 25-0065 is passed.

Sincerely,

Carla M. Wilson, Legislative Chair

On Behalf of the Forest Park Neighborhood Association, Inc.

cc: Council Vice President Sharon Green Middleton, District 6
sharon.middleton@baltimorecity.gov

Councilmember Mark Parker, District 1
mark.parker@baltimorecity.gov

Councilmember James Torrence, District 7
james.torrence@baltimorecity.gov

Councilmember John T. Bullock, District 9
john.bullock@baltimorecity.gov

Councilmember Phylicia Porter, District 10
phylicia.porter@baltimorecity.gov

TyWanda Cooper-Miller, Chief of Staff
tywanda.miller@baltimorecity.gov

Jasmine Barnes, Community Liaison
Jasmine.Barnes@baltimorecity.gov

Sheena Ham, Director of Constituent Services
Sheena.Ham@baltimorecity.gov

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 <ciciryals@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 MPPIA 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@historiciupton.com; Upton@historiciupton.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

Council President Cohen
I will help Baltimore
- Mayor Scott's Housing
Ordinance - Ordinance
at Parking requirements. Please contact Bill
-00658 25-0066. These
need help Baltimore grow
the address the housing
village. Sincerely,
Irene Hannon
405 E. Light Street
2-342799

Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

quodient
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06/12/2025 ZIP 21202
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US POSTAGE

Please Support Bill
25-0065, to support
an improving and growing
Baltimore

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

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06/14/2025 ZIP 21202
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US POSTAGE

Council President Cohen
2nd Council Bill
0065 & 25-0066
Zeke Cohen
100 Holliday Street
Baltimore, MD 21202

quodient
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06/12/2025 ZIP 21202
043M31249606

US POSTAGE

Dear Council President Cohen -
Please support two ordinances
that will help housing
in Baltimore.
1. Mayor Scott's Housing Options
and Opportunity Act will allow
more housing units in convenient
locations. CB-25-0066
2. CM Blomberg's ordinance to
eliminate off-street parking
requirements. CB 25-0065

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

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06/12/2025 ZIP 21202
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US POSTAGE

Council President Zeke Cohen
se Support Mayor Scott's Housing
and Opportunity Act as well as
ordinance to eliminate off street
parking requirements lower
costs and allow developers
create more livable cities.
se actions will also require
strong costs by encouraging more
living.
I hope you,
Nikhil Schreyer
833 Fairview Ave
Baltimore, MD 21202

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

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06/12/2025 ZIP 21202
043M31249606

US POSTAGE

Advantage Black
1209 Saint Paul St, Apt 305
Baltimore, MD 21202
Dear Zeke, it's been a long time since
I randomly messaged you on twitter to
zoom during the pandemic. You changed
offices and I changed names (turner park)
I'm a recent urban resident now but
thanking you at wage over 2 got to
keep you as a rep. 2d look to
meet up some time, but I'm writing now
cause I've finished the transit 102
class and wanted to cap it by
joining the group to ask you to vote
for 25-0065 + 25-0066. This city
is close and connected and connected
because it is walkable. Our zoning
codes make it impossible to build
what we need. - Advantage Black

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

quodient
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06/12/2025 ZIP 21202
043M31249606

US POSTAGE

Council President Cohen,
I will help households in
Baltimore:
Please enact Council Bills
25-0065 and 25-0066.
Other, these bills can
increase Transit-Oriented
development and density in
urban neighborhoods.
Thank you,
Irene Hannon
405 E. Light Street
2-342799

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

quodient
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06/12/2025 ZIP 21202
043M31249606

US POSTAGE

Dear Council Member Cohen,
Please support Mayor's Housing
Options and Opportunity Act
and CM Blomberg's
ordinance to eliminate
off-street parking requirements.
Parking minimums drive up
housing costs and discourages
small businesses. 25-0065
25-0066

Zeke Cohen

100 Holliday Street
Baltimore, MD 21202

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06/12/2025 ZIP 21202
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US POSTAGE

Dear Council President Cohen,
Please support zoning bills 25-0065 and 25-0066 so that we can devote more of our city to housing people and NOT cars!
Sincerely,
Michelle Nicolas, 4007 Keswick Rd
Baltimore, Md 21202

Zeke Cohen
100 Holiday Street
Baltimore, MD 21202

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06/12/2025 ZIP 21202
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quident
BALTIMORE MD 212
14 JUN 2025 PM 4

US POSTAGE

Dear Council President Cohen,
I'm writing in support of Mayor Scott's Housing Options + Opportunities act and Cm Blawie's ordinance to eliminate off street parking (25-0065, 25-0066). Please do everything you can to enact this cohort legislation. Thank you
2730 Guilford Ave
Baltimore MD 21218

Zeke Cohen
100 Holiday Street
Baltimore, MD 21202

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Baltimore, MD 21202

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Zeke Cohen
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06/12/2025 ZIP 21202
043M31249606

quident
BALTIMORE MD 212
14 JUN 2025 PM 4

US POSTAGE

Dear Members of the Land Use & Transportation Committee,

I am writing to urge you to reject City Council Bill 25-0065. This proposal, though perhaps well-intentioned in seeking to reduce restrictions that impact development, overlooks the real consequences it will impose on our communities, infrastructure, and daily life.

Bill 25-0065 is equally alarming. Eliminating minimum off-street parking requirements ignores the transportation realities of many Baltimoreans. While encouraging walkability and biking is laudable, the city has not yet made the investments necessary to make those options feasible or safe for all residents. Without sufficient public transit or protected bike lanes, this policy could create chaos on residential streets, increase traffic disputes, and worsen mobility challenges, particularly for those in underserved or lower-income communities who cannot afford frequent parking fines or long walks to distant parking spots. Additionally, the Marble Hill Community residents have existing parking challenges especially on Sundays where our local churches bring in members from all over, many of which are not residents.

Urban policy must be rooted in the lived experiences of all Baltimore residents, not just in theoretical planning models. We need zoning reforms that are responsive to neighborhood context, that phase in over time, and that are informed by robust public engagement, not sweeping changes that outpace our city's readiness.

I respectfully request that the Planning Commission recommend disapproval of bill 25-0065 and instead promote a more inclusive, data-driven planning process.

Sincerely,

Malcolm Lewis P.E.,

Marble Hill Resident

Leva, Anthony F (City Council)

From: Middleton, Sharon (City Council)
Sent: Monday, September 15, 2025 2:51 PM
To: Jennifer Jarvis
Cc: Miller, Tywanda (City Council); Leva, Anthony F (City Council)
Subject: Re: 25-0065

In receipt!

Thank you for your testimony. It will be added in bill file.

Sharon Middleton

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Jennifer Jarvis <jajbookbinder@gmail.com>
Sent: Monday, September 15, 2025 2:17:55 PM
To: Middleton, Sharon (City Council) <Sharon.Middleton@baltimorecity.gov>
Subject: 25-0065

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Dear Councilwoman Middleton,

I'm not writing on behalf of my community association, but as your constituent I want to let you know that I oppose the passage of Bill 25-0065.

While I hate driving, and look forward to a City less reliant on cars, this bill puts the cart before the horse in a way that impacts the lives of current residents at the expense of presumed future ones. In a City with such woeful public transportation, especially outside of the White L, eliminating parking requirements across the whole City is a shortsighted idea. In certain neighborhoods, sure. But not across the board.

In my experience, developers of multi-unit housing say that the parking lots that they build are not full, but that is often because they charge extra fees for parking, so residents choose to seek street parking. My neighborhood simply could not accommodate a new multi-unit building or conversion that did not provide off-street parking; as it is, neighbors struggle to find spaces in their block, let alone in front of their house, after certain times of day.

If the City can't do a better job of planning, permitting and enforcement, then we're never going to get anywhere. I'd like to see some legislation or investment of resources into those areas before we go down the route proposed by the current bill.

Best wishes,
Jennifer Jarvis
Heathbrook

Hearing: City Council Land Use and Transportation Committee.

There are some major questions concerning City Council Bills 25-0065.

- Why this bill and why now?
- Whom does this bill benefit?
- How will these measures contribute to improving the quality of life and the well-being of existing residents and neighborhoods affected by the proposed zoning changes?
- How does this bill enhance/increase homeownership, especially Black homeownership in Baltimore, which is a major goal of this Administration?

The Bills under consideration have been presented as solutions to problems, but problems for whom?

In fact this bill creates more problems for existing residents. Baltimore is known as a City of Neighborhoods and is blessed with a number of great neighborhoods that have remained stable, livable, affordable and attractive to homebuyers and residents over many decades. Our organization works as a Middle Neighborhoods partner to 11 great neighborhoods in Northwest Baltimore and in our meetings with them, no neighborhood association has supported these bills. Our partner communities are the following Healthy Neighborhoods communities in Northwest Baltimore: Ashburton, Callaway-Garrison, Dorchester, Central Forest Park, Forest Park, Forest Park Golf Course, Concerned Citizens of Forest Park, Garwyn Oaks, Hanlon, Howard Park, West Forest Park, and Hillsdale Heights. These communities are predominantly African American, low to moderate income, middle neighborhoods and comprised of mainly single-family homes. Having additional parking access to accommodate current and potential residents is one of the primary amenities individuals and families find desirable, and why they choose to live in our Northwest communities.

It was stated in the Baltimore Sun that these bills were “an attempt to address ... structural racism of the past” Since the majority of the residents in our communities, and who own homes there are African American, that excuse for this bill is misinformed at best and insulting at worse. Instead, what we hear from residents is their desire to protect, preserve and promote the very qualities and living experiences—the ample open and green space, off street parking and single family homes-- that have made their neighborhoods desirable to homebuyers and residents for generations.

Many voiced confusion and frustration about how these proposals seem to cater more to outside investment interests and the need for potential developers to be profitable than the needs of current residents and to the voices of those who live here. Rather than strengthening neighborhoods, these changes threaten to destabilize them by prioritizing short-term potential development over long-term community sustainability, stability, and security.

City Council Bill 25-0065 seeks to eliminate all off-street parking requirements from the zoning code. We are deeply concerned about the consequences the bill will have on the quality of life in our neighborhoods which are currently challenged with parking availability. Removing the parking standards without a comprehensive understanding and review of neighborhoods' current parking availability will worsen existing residential living conditions, enhance public safety concerns, thus negatively impacting the quality of life for many residents. Adequate parking and access to it is vital to the quality of life in our Baltimore neighborhoods, especially those neighborhoods where motor vehicle ownership is high and needed for day-

to-day life of our households. In these areas, securing parking can be time-consuming and stressful. Eliminating all off-street parking worsens existing congestion, accessibility, public safety, and community tensions. .

As an organization that works with current and potential homeowners and residents on a daily basis, we do not see the benefit of this bill to potential and/or current community residents, or to the viability and sustainability of our neighbors. Access to off street parking is a selling point and a plus in promoting our communities for homeownership to homebuyers as we have experienced at the Live Baltimore Buying into Baltimore event, the city's premier homeownership marketing event.

In summary, the concerns to be addressed are:

- Focus and beneficiaries of this bill
- Existing residents' interests not being considered nor their input sought before the development of the bill
- Preserving the amenities and quality of life of Baltimore communities
- Removing safeguards that protect neighborhoods from undesirable and unproductive development, which will diminish the desirability, viability and value of the communities

Increasing the amount of housing does not necessarily increase homeownership or make it affordable. Equipping homebuyers to achieve, grow and maintain financial capacity and stability does. I would recommend the Council investigate and develop programs that can help homebuyers and homeowners in that regard, to be able to buy and keep their homes affordably. Baltimore has several housing counseling and community oriented organizations and agencies that can help in that endeavor.

The City constantly asks residents to promote, partner with and support their city. It is now time for our City representatives to do the same for their constituents. We now ask that the City Council listen to and support the residents of the city and oppose this bill. I urge the City Council to prioritize the needs and voices of the Baltimore City residents who currently live here, invest here and are impacted by the changes that happens here and vote no to City Council Bill 25-0065. Thank you.

Sincerely,

Mereida Goodman,

President, Garwyn Oaks United Neighbors Assn.

Executive Director, GO Northwest Housing Resource Center

To: City Council President Zeke Cohen

Re: Opposition to CCB #25-0065 - Zoning – Eliminating Off-Street Parking

The members of the city's Residential Permit Parking Advisory Board (RPPAB) are writing to express their opposition to CCB #25-0065 – Zoning – Eliminating Off-Street Parking Requirements. We are a group that advises the city government on a wide range of parking issues, and we represent approximately 10, 000 households in Baltimore City. Our main concern is that a related bill (25-0066 (Zoning – Housing Options and Opportunity Act)) and this bill propose to increase the density of dwellings in residential neighborhoods while eliminating existing requirements to provide off-street parking for new dwellings. Our understanding is that CCB- 25-0066 would change the current code, which requires at least one parking space per dwelling unit to permit development of up to 4 dwelling units per property with NO off-street parking required for the additional units.

As residents and representatives on parking issues, we know, both first-hand and via discussions with our neighbors, that scarcity of parking is a major source of concern in many city neighborhoods. Insufficient parking can lead to serious safety, mobility, and health issues; depressed property values; and reduced diversity.

1. Safety

- a. The safety concerns come from residents being forced to park farther and farther away from their homes as the density of the population increases without adequate parking for that population.
 - i. The sponsors assume this bill will drive residents to give up their cars and use public transportation or bikes and scooters.
 - ii. They are overlooking the other option, which is that this change could amplify the recent trend of residents leaving the city
 - iii. If that occurs, the city will lose tax income (taxes on personal income, property, and sales).
 - iv. **We are unaware of any study that has been done to try to determine which outcome is more likely and this is too important a question to guess at the answer. We suggest that this issue be studied before further actions on this bill occur.**

2. Mobility

- a. City government would like to see residents move towards the use of public transportation, and, while many of our residents would like to be able to do that, the current public transportation system is problematic.
- b. Older and disabled residents also have concerns about their safety when they rely on public transportations.
 - i. Many of them are targeted for crime while walking to and from the boarding sites (if they are able to walk to these sites) or waiting on the street for transportation to pick them up.
- c. Until a safe and reliable public transportation system that better meets our needs is put in place, it is premature to try to force city residents to give up their cars by failing to plan for adequate parking.

- i. **We suggest that the current state of public transportation be studied and the improvements made before we try to force residents to give up their cars and rely on public transportation instead.**

3. Health

- a. Many areas of the city are food deserts.
- b. For many residents, especially those who are older or disabled, it is impossible to try to use public transportation to purchase groceries and transport them home.
- c. And while delivery is an option for some, the cost is prohibitive for many residents.
- d. The availability of fresh, nutritious food for all residents must also be addressed before city government tries to force residents to give up their cars.
- e. It has previously been suggested that these zoning changes would lead to more services moving into neighborhoods so that residents would be able to walk to obtain things like fresh food, however, no basis for that assumption has been provided.
 - i. **The impact on residents being able to access fresh nutritious food via public transportation must also be studied and addressed.**
 - ii. **The assumption that services like groceries will move into residential areas and be available by walking must also be studied to ensure that that will, in fact, happen.**

4. Decreased Property Values

- a. Many Board members represent areas where parking is already very tight. We are well aware of people looking to purchase property who avoid certain neighborhoods because parking is one of the amenities/quality of life issues that matters to them.
- b. This has the effect of driving down property values in these neighborhoods and encouraging some existing owner/occupants to leave and others not to buy.
- c. Implementing a change that deliberately aims to reduce property values is NOT in the best interest of the owner/occupants who are already here and who bought their property not only as a home but as a major investment.
- d. Having a core of owner/occupants is critical to the health and growth of a neighborhood and deliberately seeking to drive down their property values will be a disincentive for many of them to remain in the city.
- e. Increasing the density of rental properties will lead to increased speculation and more properties that are non-owner occupied.
 - i. Far too many neighborhoods already struggle with absentee landlords who do not tend to and/or maintain their properties.
 - ii. This, in turn leads to decreased property values near these derelict properties and serious safety issues caused by squatters occupying those properties when they are vacant.
- f. **Before we make this change, The City Council should study the projected impact this bill will have on property values to ensure we do not lose more owner/occupants because of it.**
 - i. **We should also look at the potential loss of property taxes revenue if this occurs.**

5. Diversity

- a. This bill goes against the goal of allowing owners and residents to age in place, especially if parking is not available to our older and disabled residents who rely on their cars as tools to maintain their independence.
- b. Our communities must remain diverse and not squeeze out aged and disabled residents in order to increase the income for developers.
- c. Eliminating parking restrictions will have a negative impact on workers, especially high-income residents, who commute by car from their neighborhood to their jobs in the suburbs and in DC and VA.
 - a. We need to protect the ability of all workers to get to their jobs.
 - b. We need these residents to remain living in the city because they help to keep our communities economically diversified and provide important support to the economy of our neighborhoods and our city.
- d. **Before The City Council enacts these changes, they should study and assess**
 - a. **The impact on the aged and/or disabled;**
 - b. **The impact on workers who must travel outside the city to work; and**
 - c. **The potential for the loss of tax revenues if these proposed changes lead to residents leaving the city.**

We asked for all of these studies to be done in 2022, but there is no indication that that has occurred. There needs to be holistic planning which recognizes that, In the absence of a public transportation system that meets the needs of all residents, meeting parking needs **MUST** continue to be planned for when increasing density in our neighborhoods. Failing to do that will lead to speculation and unplanned expansion, which will ultimately breakup our communities.

In summary, we believe there are a lot of unproven assumptions that are driving this bill. We would like to see those assumptions studied before the bill moves forward. Additionally, we believe that there should be an overall plan that looks at the impact of increasing density without providing parking from a holistic point of view which addresses all of the issues we have mentioned above.

For all the reasons listed above, we are opposed to the proposed bill. Thank you for considering our input.

Steve Johnson

President, Residential Permit Parking Advisory Board

Cc:

Councilman Dorsey

Councilman Blanchard

Councilman Gray

From: Cynthia Gross, 238 N Patterson Park Ave, Baltimore MD 21231
To: Baltimore City Land Use Committee
Re: Opposition for Bills 25-0064 and 25-0065
Date: October 13, 2025

To Whom It May Concern.

My name is Cynthia Gross and on or around September 29 , 2025, I attended a hearing this committee held on the bills referenced above. I was able to speak on Bill 25-0065 but could not stay to testify regarding 25-0064. I was appalled at the way this committee treated regular citizens who took time out of their day to testify, and I am not missing work again to be yelled at by people who are supposed to represent residents of this city, so I am submitting my opposition against the bills in writing.

For years my grandmother suffered from Alzheimer's, and we would give her space by giving her time in her yard to enjoy some fresh air and walk within a controlled area. The yard was fenced and locked. She was able to enjoy her roses, the sun, and fresh air at her own home. The row homes next to hers on the left also have yards so her access to air, sun etc. was unobstructed on that side. However, the property next to her home on the right, once commercial, is built out to the alley.

Under City Council Bill 25-0064 my grandmother's neighbors to the left could extend their homes back to their property line remove (open yard space), by right. That extension would essentially make my grandmother's yard like a prison cell. Access to air and sun for humans and plants would now be blocked on both sides, diminishing the quality of life for family members in the home. Also, if her neighbors elected to extend their homes, by right as this bill would allow, back to or near the rear property line, my grandmother's home, without the buildout, would diminish in value. I oppose both City Council Bills 25-0064 and 25-0065 for some of the reasons already discussed and noted below.

- City Council Bill 25-0064 Zoning – Bulk and Yard Requirements Amendments: Introduced by Councilmember Gray; Cosponsored by: President Cohen, and Councilmembers Dorsey, Middleton, Torrence, Blanchard, Bullock, and Porter.

- The changes will reduce the amount of open and green space in all zones by increasing the maximum percentage of lot coverage allowed by 30-40 percent, depending on the existing zoning district, and by reducing the required interior side and corner yard footage in all zones.

- Bigger buildings and less yard space will increase the heat island effects experienced in many neighborhoods.
 - Less open and green space will negatively impact air quality and public health.
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- City Council Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements:
Introduced by Councilmember Blanchard; Cosponsored by: President Cohen, and Councilmembers Dorsey, and Gray
-
- Will place added burden on existing residents and add to parking and street congestion.

Thank you for your time and consideration.

Cynthia Gross

Cynthia Gross
City Council District 13 resident

Thank you for the opportunity to review and comment upon City Council Bill 25-0065 Zoning – Eliminating Off-Street Parking Requirements. For the following reasons, I oppose this Bill:

- The promised community engagement by the Mayor never occurred. It has not occurred systematically across council districts, and Baltimore City government's Engagement staff employed throughout the agencies have been conspicuously silent on this Bill. This lack of required accountability and dismissiveness has contributed to widespread unfamiliarity with this Bill.
- The hurried "one size fits all" approach was adopted without preparing a business case, evaluating specific needs, or using data-driven analysis to understand how each neighborhood would be affected.
- There has been no discussion of how these issues affect groups that are already underserved or economically disadvantaged, such as the elderly, people with disabilities, and the working poor.
- This Bill relieves developers of a requirement to provide parking while burdening already overburdened communities with the responsibility to fend for themselves.
- The impact of 25-0065 on existing neighborhood plans, master plans, covenants, CHAPS communities, and capital budgets have not been discussed with the public.
- This Bill will greatly increase the competition for on-street parking, disregarding the vehicular density or congestion that already exists in neighborhoods. This includes the impact on streets with only one side of parking in Hanlon like North Longwood or the already oversaturated dense streets like Piedmont Ave, Mondawmin Ave, and Hanlon Avenue, for example.
- Heightened enforcement will likely impact the poor and underserved, resulting in more rigorous over scrutiny, increased enforcement of the 48-hour parking rule, and increased requests for disabled parking spaces.
- DOT has not demonstrated an inability to manage the 2,000 miles of roadways and 456 miles of alleys in its portfolio. Unsafe and overburdened streets and narrow alleyways will increase the potential for accidents and injuries.
- A business case study/needs assessment on the effect neighborhood by neighborhood, using data driven methods, has not occurred.
- Alternatives with a lesser impact, such as piloting this in neighborhoods that desire it, have not been studied.
- The relationship between increasing building capacity in already dense areas is like/related to Council Bill 25-0064, and the relationship between these Bills has not been discussed widely and jointly.
- Despite Baltimore's population decline, there has been no commensurate decline in the use of automobiles.
- This Bill surreptitiously aims to encourage a reduction in the number of cars on the road by placing additional responsibilities on automobile drivers and promoting the use of alternative modes of transportation.

I ask the Council to reject this Bill or return it to Committee for detailed neighborhood impact review and identification of safe, community-focused, parking solutions.

Linda Lynn Batts