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# CITY OF BALTIMORE

BRANDON SCOTT – MAYOR

 ZEKE COHEN - COUNCIL PRESIDENT



OFFICE OF COUNCIL SERVICES

NANCY MEAD – DIRECTOR

100 N. HOLIDAY STREET

BALTIMORE MD, 21202

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## HEARING NOTES

Bill: 25-0065

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Title: Zoning – Eliminating off street parking requirements

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Committee: Land Use & Transportation

Chaired by: Ryan Dorsey

Hearing Date: 9/11/2025

Time (Beginning): 10:05 PM

Time (Ending): 12:40: PM

Location: Du Burns Council Chamber / Webex

Total Attendance: Approximately 75

Committee Members in Attendance:

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Bill Synopsis in the file? ..... ☐ YES ☐ NO ☐ N/A  
Attendance sheet in the file? ..... ☐ YES ☐ NO ☐ N/A  
Agency reports read? ..... ☐ YES ☐ NO ☐ N/A  
Hearing televised or audio-digitally recorded? ..... ☐ YES ☐ NO ☐ N/A  
Certification of advertising/posting notices in the file? ..... ☐ YES ☐ NO ☐ N/A  
Evidence of notification to property owners? ..... ☐ YES ☐ NO ☐ N/A  
Final vote taken at this hearing? ..... ☐ YES ☐ NO ☐ N/A  
Motioned by: .....  
Final Vote: .....

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### Major Speakers

(This is not an attendance record.)

Zac Blanchard – Council Member 11<sup>th</sup> District

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### Major Issues Discussed

- Chair Dorsey opened the hearing introducing members in attendance and reading the bill into the record
- The floor was open to comments from the Council President
- The floor was open to comments from the Chair
- The floor was open to comments from the bill sponsor
- The floor was open to a report from a panel of witnesses report

- Micah Avery – Balt regional Housing partnership
- Daniel Herriges – Parking Reform Network
- Will Holman – Open Works
- Emily Ranson – Clean Water Action
- Kevin Lindamood – Health Care for the Homeless
- The floor was open to questions from the Committee, topics included:
  - What is the cost of building parking?
    - The rising cost of materials and other factors such as types makes it fluid – but between 25-35k per space.
  - Why is this bill city wide? what will the effect be on renting? and how will this help in residential areas?
    - An effort to narrow the focus of this bill would result in issues with application, parking management, rpp areas – its not feasible to just carve out the areas that would benefit the most from this legislation – but in more “suburban areas” this would have little impact because they have the space so the bill would not preclude parking just not mandate a minimum.
  - How are the needs of elderly and disabled populations (less connected in south Baltimore)? Will people need to park further and increase competition for on-street parking?
    - This helps with housing and construction affordability – will help with housing for seniors (cited the Park Heights senior housing project with a 50% parking variance), residents will still be able to apply for disabled parking permits in front of their house. In zones with smaller lots (R-6 Lakeland and heritage) sponsor would not expect much change.
  - How do we take into account neighbors with a shortage of parking – congested parking.
    - In the implementation it will be a trade off in some areas to allow for the construction of housing over the storage of parking
  - How do we account for underutilizing city parking garages. Can we marry these issues?
    - There may be some flexibility – but that is something to explore separate from this bill
- The floor was open to agency reports – see reports in the bill file
- The floor was open to questions from the Committee, topics included:
  - The MTA Road Show is coming and is a chance to advocate for more transportation dollars. DOT says more density will help with Public transportation. What does this bill do and not do?

- In residential areas - housing projects 4-19 units not a common stock – but important to infill projects as noted by health care for the homeless.
- What is the workflow to address the possibility of congested parking in some areas
  - DOT – who is moving to LPR and added enforcement
  - Did we increase the DOT budget on parking enforcement?
- What do we see in other cities where the parking minimums have been removed – in existing housing stock, particularly – how do they use parking spaces that are no longer needed? i.e. could current parking lots or structures be used for something else?
  - David H – not really robust data on that question –done in more suburban areas vs. parking garages. Changes in other places will be fairly slow and iterative.
- Public testimony – see list
- The hearing was recessed

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### Further Study

**Was further study requested?**

☐ Yes   ☒ No

**If yes, describe.**

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### Committee Vote:

Chair:.....N/A  
 Vice Chair:.....N/A  
 Member: .....N/A  
 Member: .....N/A  
 Member: .....N/A

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Tony Leva,                      Date: 9/11/2025

Cc:    Bill File  
       OCS Chrono File