



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

11/6/2025

10:00 AM

CLARENCE "DU" BURNS COUNCIL CHAMBERS

Bill: 25-0095

***Title: Commercial Motor Vehicle Repair on City
Streets – Prohibition***

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Meeting: Bill Hearing

Committee: Land Use & Transportation

Bill # 25-0095

Title: Commercial Motor Vehicle Repair on City Streets – Prohibition

Purpose: FOR the purpose of prohibiting the practice of commercial non-emergency motor vehicle repairs on City streets or footways; establishing certain penalties; and defining certain terms.

REPORTING AGENCIES

Agency	Report
Law Department	Approve for Form and Legal Sufficiency
Parking Authority	Favorable
Office of Equity & Civil Rights	Favorable
Housing & Economic Development	Defer to Dept of Transportation
Department of Transportation	Favorable
Department of Finance	

BACKGROUND

According to the City's Law Department, Article II of the City Charter gives the City of Baltimore express authority to regulate streets within City limits and prohibit activity on those streets by vehicles.

City Code

Article 32 1-310(e) defines motor vehicle repair services, both major and minor, which include:

- **Major**
 - Engine rebuilding
 - Major reconditioning
 - Towing services
 - Collision services
 - Painting
- **Minor**
 - Repair or replacement of:
 - Cooling
 - Electrical
 - Fuel systems
 - Brake adjustments
 - Wheel alignment

The Zoning Code also describes where in the City vehicle repair facilities are permitted. Table 10-301 describes the zones

Uses	Districts							Use Standards
	C-1	C-1-VC	C-1-E	C-2	C-3	C-4	C-5	
Motor Vehicle Service and Repair: Major						P		Per § 14-326
Motor Vehicle Service and Repair: Minor (Fully Enclosed Structure)				P	P	P	P	Per § 14-326
Motor Vehicle Service and Repair: Minor (Outdoor Vehicle Storage)				CB	P	P		Per § 14-326

Article 31 of the City Code deals with the regulation of transportation in the City of Baltimore. Subtitle 31 of the Article prohibits vehicles obstructing traffic (§ 31-6(a)). Subtitle 36 describes the fines and penalties for violation of the Article.

Commercial Motor Vehicle Repair on City Streets – Prohibition

Council Bill 25-0095, if enacted, would add to the City Code definitions for Motor Vehicle Repair Service and make it unlawful for such a service to make a repair in the public street or footway, and set penalties for the violation of the law.

Under the bill, a Motor Vehicle Repair Service would be defined as “...a person that is engaged in the business of performing major or minor repairs to a motor vehicle...”. This relates back to the definitions in Article 32. Emergency repairs would be exempted from this regulation.

The penalties described in 25-0095 list a fine for violation of Article 31 – 16-5 (a) 1-2 a:

- Not less than \$5 and not more than \$25 for the 1st offense
- Not less than \$25 and not more than \$100 for subsequent offenses

For a violation of Article 31 – 16-5 (a) 3 the penalty would be:

- Not less than \$25 and not more than \$100 for the 1st offense
- Not less than \$100 and not more than \$200 for subsequent offenses.

Amendments

Councilmember Parker, the sponsor for this bill, is proposing an amendment to the penalties to the following:

For a violation of Article 31 – 16-5 (a) 3, the penalty would be:

- Not less than \$100 and not more than \$250 for the 1st offense
- Not less than \$250 and not more than \$350 for subsequent offenses.

This amendment is included in the bill file.

The Law department also suggests an amendment changing the term public street in the bill to a term currently found in the City Code, though they note that this does not affect their approval of the form and legal sufficiency of the bill, but note that it may provide a clear definition for enforcement.

ADDITIONAL INFORMATION

Fiscal Note:

None of the reporting agencies noted a fiscal impact to their operations in their consideration of this bill. A thorough fiscal note on this bill would require a study of how often repair services are conducted in the public street or right of way. It is not known how often this problem presents itself or how effective the proposed penalties would be. As such, while the reporting agencies do not note an impact on their operations fiscally, it is not known how much revenue the penalties would generate.

Information Source(s):

- 25-0095 1st reader & agency reports
- Baltimore City Code Article 31 (Transportation)
- Baltimore City Code Article 32 (Zoning)

Analysis by: Tony Leva

Direct Inquiries to: 410-396-1091

Analysis Date: 11/3/2025

**CITY OF BALTIMORE
COUNCIL BILL 25-0095
(First Reader)**

Introduced by: Councilmember Parker

Cosponsored by: Councilmembers Dorsey, Conway, Middleton, Torrence, Gray, Bullock, Porter, Blanchard, Jones, Glover, and Ramos

Introduced and read first time: September 15, 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, Department of Housing and Community Development, Office of Equity and Civil Rights

A BILL ENTITLED

1 AN ORDINANCE concerning

Commercial Motor Vehicle Repair on City Streets – Prohibition

3 FOR the purpose of prohibiting the practice of commercial non-emergency motor vehicle repairs
4 on City streets or footways; establishing certain penalties; and defining certain terms.

5 BY repealing and re-ordinating, with amendments

6 Article 1 - Mayor, City Council, and Municipal Agencies
7 Section 40-14(e)(10)
8 Baltimore City Code
9 (Edition 2000)

10 BY repealing and re-ordinating, with amendments

11 Article 1 - Mayor, City Council, and Municipal Agencies
12 Section 41-14(10)
13 Baltimore City Code
14 (Edition 2000)

15 BY renumbering

16 Article 31 - Transportation
17 Section 1-2(d) through (o)
18 to be
19 Section 1-2(e) through (p), respectively
20 Baltimore City Code
21 (Edition 2000)

22 BY adding

23 Article 31 - Transportation
24 Section 1-2(d)
25 Baltimore City Code
26 (Edition 2000)

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

1 BY repealing and re-ordinating, with amendments
2 Article 31 - Transportation
3 Section 16-5
4 Baltimore City Code
5 (Edition 2000)

6 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE**, That
7 Section 1-2(d) through (o) of Article 31 - Transportation of the Baltimore City Code be
8 renumbered to be Section 1-2(e) through (p), 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 1. Mayor, City Council, and Municipal Agencies**

13 **Subtitle 41. Civil Citations**

14 **§ 40-14. Offenses to which subtitle applies – Listing.**

15 (e) *Provisions and penalties enumerated.*

16 (10) **Article 31. Transit and Traffic**

17 . . .

18 Subtitle 16. Use-of-the-Road Regulations

19 § 16-5. REPAIRING VEHICLES ON STREETS

20 AS A MOTOR VEHICLE REPAIR SERVICE ON	
21 A PUBLIC STREET OR FOOTWAY	
22 1 ST OFFENSE	\$100
23 SUBSEQUENT OFFENSE	\$200

24 ALL OTHER VIOLATIONS	
25 1 ST OFFENSE	\$ 25
26 SUBSEQUENT OFFENSE	\$100

27 § 16-12. Vehicles on sidewalks \$ 50

28 . . .

Subtitle 41. Civil Citations

§ 41-14. Offenses to which subtitle applies – Listing.

(10) *Article 31. Transit and Traffic*

• • •

Subtitle 16. Use-of-the-Road Regulations

§ 16-5. REPAIRING VEHICLES ON STREETS

AS A MOTOR VEHICLE REPAIR SERVICE ON A PUBLIC STREET OR FOOTWAY	
1 ST OFFENSE	\$100
SUBSEQUENT OFFENSE	\$200

ALL OTHER VIOLATIONS
1ST OFFENSE \$ 25
SUBSEQUENT OFFENSE \$100

§ 16-12. Vehicles on sidewalks \$ 50

• • •

Article 31. Transportation

Subtitle 1. Definitions; General Provisions

§ 1-2. Definitions — M to R.

(D) *MOTOR VEHICLE REPAIR SERVICE.*

“MOTOR VEHICLE REPAIR SERVICE” MEANS A PERSON THAT IS ENGAGED IN THE BUSINESS OF PERFORMING MAJOR OR MINOR REPAIRS TO A MOTOR VEHICLE, INCLUDING:

- (1) COLLISION SERVICES, INCLUDING BODY, FRAME, OR FENDER REPAIR OR STRAIGHTENING;
- (2) MAINTENANCE, REPAIRS, OR ADJUSTMENT OF ANY ENGINE COMPONENTS;
- (3) BRAKE ADJUSTMENTS AND REPAIRS;
- (4) REPAIR OR REPLACEMENT OF COOLING, ELECTRICAL, FUEL, OR EXHAUST SYSTEMS;
- (5) WHEEL ALIGNMENT, BALANCING, AND SERVICING;
- (6) TIRE REPLACEMENT, REPAIR, OR ROTATION;

1 (7) REPAIR, REPLACEMENT, OR ADJUSTMENT OF MUFFLERS, TAIL PIPES, HOSES, BELTS,
2 BULBS, FUSES, WINDSHIELD WIPERS, GREASE RETAINERS, WHEEL BEARINGS, AND
3 SHOCK ABSORBERS;

4 (8) PAINTING; OR

5 (9) ANOTHER SIMILAR SERVICE.

6 **Subtitle 16. Use-of-the-Road Regulations**

7 **§ 16-5. Repairing vehicles on streets.**

8 (a) *Prohibited conduct.*

9 (1) It shall be unlawful for any person to make any repairs to a motor vehicle or to replace
10 or repair any tire or other part of a motor vehicle on any public street where the
11 standing of such vehicle or vehicles will wholly or partially obstruct any lane of
12 traffic.

13 (2) It shall be unlawful for any vehicle in the process of being repaired or waiting to be
14 repaired or any vehicle on which a tire or other part thereof is being replaced or
15 waiting for a tire or other part thereof to be replaced to stand double or to do any work
16 or place any tools or equipment on any sidewalk in connection with the repair of any
17 vehicle or the replacement or repair of any tire or other part thereof.

18 (3) IT SHALL BE UNLAWFUL FOR A MOTOR VEHICLE REPAIR SERVICE TO MAKE A REPAIR,
19 REPLACEMENT, OR ADJUSTMENT TO A MOTOR VEHICLE OR PART OF A MOTOR VEHICLE
20 ON ANY PUBLIC STREET OR FOOTWAY.

21 (b) *Emergency repairs excepted.*

22 The provisions of this section shall not apply to emergency repairs, which are defined as
23 repairs necessary as the result of an unexpected malfunction or breakdown and which are
24 necessary in order to move the vehicle safely and without damage to same.

25 (c) *Penalties.*

26 (1) *IN GENERAL.*

27 Any person violating [any of the provisions] PARAGRAPH (A)(1) OR (A)(2) of this
28 section shall be subject to:

29 (I) [(1)] a penalty of not less than \$5 or more than \$25 for the 1st offense; and
30 (II) [(2)] a fine of not less than \$25 nor more than \$100 for subsequent offenses.

Council Bill 25-0095

1 (2) *REPAIR IN STREET OR FOOTWAY.*

2 ANY PERSON WHO VIOLATES PARAGRAPH (A)(3) OF THIS SECTION SHALL BE SUBJECT
3 TO:

4 (I) A PENALTY OF NOT LESS THAN \$25 OR MORE THAN \$100 FOR THE 1ST OFFENSE;
5 AND
6 (II) A FINE OF NOT LESS THAN \$100 NOR MORE THAN \$200 FOR SUBSEQUENT
7 OFFENSES.

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

Baltimore City Council



Land Use & Transportation

Committee

Bill: 25-0095

**Title: Commercial Motor Vehicle Repair on
City Streets – Prohibition**

Agency Reports

CITY OF BALTIMORE

BRANDON M. SCOTT
Mayor



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

October 17, 2025

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

Re: City Council Bill 25-0095 – Commercial Motor Vehicle Repair on City Streets –
Prohibition

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 25-0095 for form and legal sufficiency. The bill would add a definition of “motor vehicle repair service” to the Transportation Article of the City Code. It prohibits repairing, replacing or adjusting a motor vehicle on any public street or footway.

The City has been given express legislative authority to regulate streets and “prohibit the use of such streets and public ways by any or all motor vehicles under such circumstances or upon such conditions as it may, from time to time, by ordinance, deem necessary or expedient in the interest of the public.” City Charter, Art. II, § (34)(d).

The term “public street” is not found within the definitions in Transportation Article. Although prohibiting vehicle repair on a public street is not illegal, it may be more effective to have the prohibition align with the definitions already present in Subtitle 1 of Article 31 of the City Code. However, since this change is not legally necessary, the Law Department can approve the bill as written for form and legal sufficiency.

Very truly yours,

Hilary Ruley
Chief Solicitor

cc: Ebony M. Thompson, City Solicitor
Ty’lor Schnella, Mayor’s Office of Government Relations
Ashlea Brown, Chief Solicitor
Jeffrey Hochstetler, Chief Solicitor
Michele Toth, Assistant Solicitor
Desiree Lucky, Assistant Solicitor



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	October 3, 2025
SUBJECT	25-0095 • Commercial Motor Vehicle Repair on City Streets – Prohibition

Position: Favorable

BILL SYNOPSIS

Council Bill 25-0095 establishes violations and penalties for businesses and individuals who perform vehicle repairs on City right-of-way. The legislation would effectively ban "motor vehicle repair service" vendors from performing work on vehicles stored on City right-of-way and provide for specific fines aimed at the practice. Motor vehicle repair services include any businesses which perform maintenance, repair, or painting work on vehicles. The legislation provides exemptions for emergency repairs needed to restore a vehicle to safe operating conditions (such as replacing a blown tire).

BCDOT and peer agencies have historically struggled to combat the proliferation of businesses which exploit gaps in the City Code to conduct business on City right-of-way. While disruptive to communities, this practice is oftentimes legal under current law; this provides limited room for enforcement. As such, BCDOT considers this legislation a critical step in the right direction.

SUMMARY OF POSITION

The Department remains committed to working with the Sponsor and their peers to bring a permanent end to this disruptive business practice. This legislation is a critical step in resolving this pervasive quality of life issue. As such, BCDOT respectfully requests a favorable report on Council Bill 25-0095.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Amber Greene, Chief Equity Officer and Director Office of Equity & Civil Rights
ANALYST	Zachary Wellman, OECR Equity Division Policy Analyst
CC	Mayor's Office of Government Relations
DATE	October 15, 2025
SUBJECT	OECR Report on Baltimore City Council Bill 25-0095 Commercial Motor Vehicle Repair on City Streets

POSITION: Favorable

BILL SYNOPSIS

The Office of Equity and Civil Rights (OECR) has reviewed and is herein reporting on City Council Bill 25-0095 – *Commercial Motor Vehicle Repair on City Streets*.

This is an ordinance that accomplishes the following:

- Define motor vehicle repair services.
- Prohibit identified motor vehicle repair behavior and locations.
- Establish penalties for the violation of said prohibition in the amount of \$25-100 for the first offense and \$100-200 for each subsequent offense.

The bill would effectively ban motor vehicle repair services from conducting business on the public rights-of-way (streets and sidewalks).

SUMMARY OF POSITION

Council Bill 25-0095 seeks to outlaw commercial motor vehicle repair on city streets and sidewalks to prevent mobile repair services from conducting business in a manner that obstructs the public right-of-way. The bill is intended to specifically target informal, unpermitted, and/or unlicensed commercial operators within the city. Council Bill 25-0095 does not, however, outlaw emergency repair services (such as AAA) from conducting motor vehicle repair services on public streets, nor does it restrict/prohibit Baltimore City residents from performing non-commercial repairs on vehicles on public streets so long as they do not:

1. Obstruct a lane of traffic, in whole or partially.

2. Conduct any work or place any tool on a sidewalk in connection with the repair of a motor vehicle.

While the expressed purpose of Council Bill 25-0095 is to mitigate obstructions to the public right-of-way and to limit the dangers presented by mobile vehicle repair service (such as oil slicks in residential areas), and the office has no concerns related to this endeavor, the OECR has identified a concurrent equitable impact of the legislation. By prohibiting mobile commercial vehicle repair services on public rights-of-way, the bill incentivizes service providers to establish and operate licensed/permited motor vehicle service and repair businesses in stationary locations that adhere to Baltimore's zoning code.

Baltimore's zoning code has been meticulously written to identify and mitigate all potential negative externalities associated with the broad range of land uses. For example, a plot may reside in an area with many rowhouses because it is located in a densely packed neighborhood. In this circumstance, the zoning code may identify the plot as R-8, rowhouse residential zoning, in which commercial and industrial uses are prohibited because they pose significant health and/or safety risks to many residents concurrently. For reasons such as the above, motor vehicle service and repair land uses have been limited to the following zoning districts:

Motor Vehicle Service and Repair: Major

P: C-4, PC-2, PC-3

CB: I-1, I-2

Motor Vehicle Service and Repair: Minor (Fully Enclosed Structure)

P: C-2, C-3, C-4, C-5, PC-2, PC-3, PC-4, IMU-2

CB: I-1, I-2

CO: IMU-1

Motor Vehicle Service and Repair: Minor (Outdoor Vehicle Storage)

P: C-3, C-4, PC-2, PC-3, IMU-2

CB: C-2, I-1, I-2

CO: IMU-1

As seen above, motor vehicle service and repair is limited within the City to zoning districts intended for commercial, industrial, and industrial mixed-use, all of which are to be separate from residential dwellings. Mobile vehicle service and repair businesses circumvent Baltimore's zoning code, allowing operators to conduct business in zoning districts specifically meant to disallow such operations due to several risks, hazards, and environmental consequences.

Not only do the prohibitions enacted by Council Bill 25-0095 mitigate negative externalities on residential zones associated with commercial mobile motor vehicle repair services, improving equity for city residents who wish to keep their communities safe and healthy, but it also improves equity for lawful commercial motor vehicle repair service providers.

According to Article 32 – Zoning, § 14-326(a) of the Baltimore City Code:

(a) Lot size.

- (1) Major motor vehicle service and repair shops must have a lot size of at least 20,000 square feet, except in a PC Subdistrict.*
- (2) Minor motor vehicle service and repair shops must have a lot size of at least 10,000 square feet, except in a PC Subdistrict.*

(d) Operations to be enclosed or screened.

- (1) All repair operations must be fully enclosed.*
- (2) Wrecked or junked vehicles must be kept within an enclosed structure or otherwise screened from public view in accordance with the requirements of the Baltimore City Landscape Manual.*

Therefore, currently, operators who choose to follow the proper channel of establishing business within Baltimore by: (1) Obtaining applicable licensing/permitting, (2) Establishing a legal stationary business location, (3) Operating in accordance with the Baltimore City Code, are faced with an undue burden that mobile equivalents are not beholden to.

This undue burden includes significant time and capital investment into renting/buying a facility with the appropriate lot size, the licensing/permitting process in Baltimore, and limiting the amount of business an operator can accept at any one point in time due to the limitations of space associated with the Code's requirement to operate fully enclosed. These undue burdens create inequity for residents attempting to start or maintain a local business and disincentivize them from following the appropriate process of establishing said business, as opposed to the much less capital/time-intensive mobile motor vehicle repair services, which are more dangerous to the public and less beneficial to the Baltimore economy.

The explicit prohibition of commercial mobile motor vehicle repair service on public rights-of-way is equitable in that it holds all service providers to the same zoning restrictions, standards, and licensing/permitting under the Baltimore City Code. It also incentivizes business operators to meaningfully invest in Baltimore's economy and commercial development.

FISCAL IMPACT

City Council Bill 25-0095 is not expected to have any direct operational, investigatory, or enforcement outcomes that involve the OECR. As such, the OECR does not identify any foreseeable fiscal impacts to the office associated with the legislation.

CONCLUSION

Council Bill 25-0095 intends to stop commercial mobile motor vehicle repair services from unlawfully conducting business throughout the city by explicitly outlawing such practices and empowering the city with the ability to levy penalties for such behavior. The OECR discerns no inequity in the bill's intent, purpose, or impact; rather, the legislation is likely to have affirmative impacts on residents' health and safety as well as lawful stationary commercial motor vehicle repair services. As such, the Office of Equity and Civil Rights respectfully requests a **favorable** committee report on City Council Bill 25-0095.

Respectfully Submitted,



Amber Greene
Director, Office of Equity & Civil Rights



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	October 31, 2025
SUBJECT	25-0095; Commercial Motor Vehicle Repair on City Streets – Prohibition

Position: Favorable

BILL SYNOPSIS

City Council Bill 25-0095 is for the purpose of prohibiting the practice of commercial non-emergency motor vehicle repairs on City streets or footways; establishing certain penalties; and defining certain terms.

SUMMARY OF POSITION

The Parking Authority of Baltimore City (PABC) has reviewed the proposed legislation. The bill introduces and defines the prohibition of commercial non-emergency motor vehicle repairs on City streets or footways and specifies the penalties when cited. This legislation can help improve parking availability by reducing other non-compliant uses of the street and make legitimate on-street parking easier.

FISCAL IMPACT

The passage of the bill would have little to no fiscal impact as it relates to parking.

AMENDMENTS

None.



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	October 31, 2025
SUBJECT	25-0095 Commercial Motor Vehicle Repair on City Streets – Prohibition

Position: Deferral to the Department of Transportation

BILL SYNOPSIS

The Department of Housing and Community Development (DHCD) has reviewed City Council Bill 25-0095 Commercial Motor Vehicle Repair on City Streets – Prohibition for the purpose of prohibiting the practice of commercial non-emergency motor vehicle repairs on City streets or footways; establishing certain penalties; and defining certain terms.

If enacted, City Council Bill 25-0095 would ban all commercial, non-emergency automobile repairs on public rights-of-way throughout the City and establish certain penalties for noncompliance. If approved, this Bill will take effect on the 30th day following the date of its enactment.

SUMMARY OF POSITION

This Bill, as currently written, would have no operational impact on DHCD. While enforcement is not specified in the Bill, the Department of Transportation is responsible agency for enforcement actions in the public right-of-way.

FISCAL IMPACT

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

AMENDMENTS

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

Baltimore City Council



Land Use & Transportation

Committee

Bill:25-0095

**Title: Commercial Motor Vehicle Repair on
City Streets – Prohibition**

Additional Materials

**AMENDMENTS TO COUNCIL BILL 25-0095
(1st Reader Copy)**

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

Amendment No. 1

On page 2, in line 22, strike “\$100” and substitute “\$250”; and, on that same page, in line 23, strike “\$200” and substitute “\$350”; and, on page 3, in line 9, strike “\$100” and substitute “\$250”; and, on that same page, in line 10, strike “\$200” and substitute “\$350”.

Amendment No. 2

On page 5, in line 4, strike “\$25” and “\$100”, respectively, and substitute with “\$100” and “\$250”, respectively; and, on that same page, in line 6, strike “\$100” and “\$200”, respectively, and substitute “\$250” and “\$350”, respectively.

Baltimore City Council



Land Use & Transportation

Committee

Bill: 25-0095

**Title: Commercial Motor Vehicle Repair on
City Streets – Prohibition**

Public Testimony

Leva, Anthony F (City Council)

From: Mario Maney <marioamaney@gmail.com>
Sent: Thursday, October 16, 2025 12:56 PM
To: Leva, Anthony F (City Council)
Subject: Re: Mechanic Shops Issues
Attachments: Gmail - Fleet St. 311 - Excessive cars.pdf

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

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Hi Tony,

Thank you for your response and feedback. Below is my narrative I'm writing to provide a detailed account of the ongoing issues stemming from H&M Auto Services (4000 block of Fleet St.) and S M Tire Auto Service (500 block of Grundy St.), both of which have increasingly disrupted our neighborhood.

When these businesses first opened, our community welcomed and supported them. I personally took my mother-in-law's car to H&M and referred others. Likewise, I visited S M Tire twice for tire repairs and recommended them to neighbors. Initially, both operated as small-scale service shops. Over time, however, their operations expanded—and so did the problems.

Summary of Ongoing Issues:

1. Noise and Late Hours

- Loud music from the shops was audible over a block away and continued into late hours. While the music has subsided, operations often extend past 9 PM, disrupting residential peace.

2. Vehicle Overflow and Street Congestion

- Customer vehicles are routinely left on residential streets for days, weeks, or even months. Their tow truck is permanently parked on the block, and vehicles with visible damage (e.g., hanging bumpers) remain unattended.

3. Sidewalk Obstruction and On-Street Repairs

- Employees frequently perform repairs on residential sidewalks, blocking pedestrian access and leaving behind debris and hazardous remnants.

4. Double Parking and Traffic Hazards

- Cars are double-parked daily on Fleet and Grundy, causing traffic delays and dangerous conditions near Haven Street and Best Battery. Frustrated drivers often speed through side streets, endangering residents.

5. Reckless Test Driving

- Vehicles are test-driven at high speeds on Haven and Grundy. Despite multiple polite requests from neighbors to slow down—especially with children present—the behavior persists. We've witnessed and confronted these actions firsthand.

6. Environmental Violations

- Recently, S M Tire employees were observed hosing down repair remnants into the gutter, which drained directly into the sewer at Grundy and Fleet—raising serious environmental concerns.

Despite repeated outreach and documented 311 service requests, these issues remain unresolved. Attached, you will also see the ongoing communication with city representatives/departments, BHN and I. What began as community support has turned into a public safety and environmental concern. The area now resembles a junkyard, and the businesses show little regard for compliance or neighborhood well-being.

We respectfully request that appropriate action be taken to address these violations and restore safety and quality of life for our residents.

Thank you for your attention to this matter.

Sincerely,
Mario Maney

On Tue, Oct 14, 2025 at 10:55 AM Leva, Anthony F (City Council) <anthony.leva@baltimorecity.gov> wrote:

Hi Mr. Maney,

I am copying additional members of Council Member Parker's team for their response to this. As regards the testimony for the bill that Ethan referenced to you – that is Council bill [25-0095 Commercial Motor Vehicle Repair on City Streets](#). This bill has been referred to the Land Use and Transportation Committee and is not yet available for a hearing. The Committee must wait a prescribed period from the introduction of the bill to its hearing, so that city agencies can provide reports on the bill. I looked over the file you sent, and I think it may be more effective to provide a short narrative of what has happened in your effort to address this for the bill file, describing what has happened, perhaps with some of the pictures you included. But if you wish for the PDF of your conversation to be included with the bill file, that is something I can do.

Thank you, and please feel free to reach out with any questions.

Tony Leva

From: Brewers Hill Neighbors (BHN) <bhnboard@brewershillneighbors.org>

Sent: Thursday, October 9, 2025 3:50 PM

To: Mario Maney <marioamaney@gmail.com>

Cc: Testimony <Testimony@baltimorecity.gov>; Brant Fisher <brantfisher@gmail.com>; Michael Hardee <mjhardee357@gmail.com>; Parker, Mark (City Council) <mark.parker@baltimorecity.gov>; Ibarra, Cindy (City Council) <Cindy.Ibarra@baltimorecity.gov>

Subject: Re: Mechanic Shops Issues

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Adding the Councilman and his team for visibility.

Mario, thank you for staying actively involved in this matter.

Regards,

Brant Fisher

BHN President

On Oct 9, 2025, at 2:08 PM, Mario Maney <marioamaney@gmail.com> wrote:

Good afternoon,

Per Ethan Hasiuk's recommendation, I am submitting our written testimony regarding the ongoing issues with two businesses

affecting the BHN community. Please note that Ethan has responded to my inquiry and confirmed he no longer provides these services to constituents.

Attached is a PDF containing nearly all communications related to these concerns. These outreach efforts began over two years ago, yet we have not received any acknowledgment or response from city departments since January 30, 2025. The lack of follow-up and minimal enforcement has allowed the problems to persist—and in some cases, worsen.

Given the duration and severity of these issues, we respectfully request prompt attention and meaningful action. The community has been patient and proactive in documenting violations, and we hope this testimony will help catalyze the necessary response.

Sincerely,
Mario

Mario Maney

Email: marioamaney@gmail.com

Phone: 443-208-0952



Greektown Neighborhood Association, Inc.

804 Umbra Street
Baltimore, Maryland 21224
ggna.baltimore@gmail.com

November 4, 2025

RE: Written testimony on 25-0095 Commercial Motor Vehicle Repair on City Streets – Prohibition

Dear Chairman Dorsey,

On behalf of the board of the Greektown Neighborhood Association, I am writing to express our support for Council Bill 25-0095, which seeks to more clearly prohibit commercial non-emergency auto repair in the public right of way.

For some time, but especially in the last year, Greektown has had a persistent issue with auto repair businesses operating on or just near the overpasses over Interstate 895. Neighbors frequently complain of the constant work, with tools and other materials spread about the street and sidewalk. No small operation, at one point, 8 vehicles were reported to be parked there waiting on work. The mechanic and his assistants are sometimes seen laying sticking out into the street while working under vehicles. And after the vehicles would leave, there was often visible oil left on the pavement, which of course ends up in our storm drains.

Nearly all of Greektown is zoned in such a way that auto repair of any kind is not a permitted use, and it stands to reason that if you cannot conduct an auto repair business in a given residential parcel, that business doesn't become legal when you move it a few feet into the public street. And yet surprisingly the code did not lay out that prohibition in unambiguous terms, let alone describe consequences for non-compliance. We thought this would be a straightforward enforcement question, but the more we investigated options with our contacts at City agencies, the more it became clear that this kind of conduct existed in a sort of gray area of the Code, and there wasn't a clear way to enforce what we all can agree is problematic behavior.

The present bill removes that ambiguity which has caused us here in Greektown such a headache. We appreciate that it is an intentionally limited regulation, in that it does not also restrict the ability of residents to service their own vehicles, nor does it restrict the necessary work of emergency commercial services such as AAA. We also appreciate that the bill sets clear penalties for violations, penalties which are not unfairly punitive, but meaningful enough that they can be expected to lead to compliance. We believe this is a measured and common-sense modification to the City Code which addresses a pressing need in our community, and we respectfully ask the Committee to return this bill to the full Council with a favorable recommendation.

Sincerely,

Ian Wolfe,
Vice President, 1st
Greektown Neighborhood Association, Inc.

Greektown Neighborhood Association, Inc.

Trish Kontoudis, President | Ian Wolfe, 1st Vice-President | Stavros Katsas, 2nd Vice-President | Paul Sellers, Treasurer
Ettie Hyun, Lisa Hovel, Chris Fekos, Despina Kranis, Gus Fotinos, Members-at-Large