

Senate Comments on HB 38, Off-Street Parking Requi

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Chair William C. Smith, Jr.
and Members, Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, Maryland 21401

March 27, 2024

Dear Chair Smith and Members of the Judicial Proceedings Committee:

My name is Dan Reed and I serve as the Regional Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance racial, economic, and environmental justice in land use, transportation, and housing throughout Greater Washington. **GGWash supports House Bill 38**, which would allow new residential developments in Baltimore City to be built without parking within a quarter-mile, or about a five-minute walk, from MARC, MTA Light Rail, or future Baltimore Red Line stations.

This bill does not ban parking, but it does make it easier to provide quality, affordably-priced housing in places where people want to live—neighborhoods with access to jobs, shopping, and transportation. Parking is expensive to build, costing upwards of \$30,000 per space in a parking structure¹. Those costs get passed along to renters and homebuyers, even if they don't own a car. In 2023, rents in Baltimore increased 8%², and additional costs from parking mandates risk pricing people out of the city—resulting in fewer transit riders, more suburban sprawl, and more traffic.

Over two hundred places around the United States and counting have enacted similar reforms³, and hopefully Baltimore can be next. We urge the Judicial Proceedings Committee to give this bill a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed
Regional Policy Director

¹<https://www.vtpi.org/tca/tca0504.pdf>

²<https://thedailyrecord.com/2023/04/13/maryland-rental-costs-trend-above-national-average-begin-to-level-out-in-2023/>

³<https://parkingreform.org/resources/mandates-map/>

The Washington, DC region is great and it can be greater.