

**Department of Legislative Services**  
Maryland General Assembly  
2025 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

Senate Bill 970 (Howard County Senators)  
Education, Energy, and the Environment

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**Howard County - Department of Planning and Zoning - Parking Space  
Requirements for New Construction**  
**Ho. Co. 13-25**

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This bill adds a provision to the Public Local Laws of Howard County that requires the Howard County Department of Planning and Zoning to consider, when determining the minimum number of mandatory parking spaces for new construction, whether infrastructure for pedestrians could offset the need for the construction of any parking spaces.

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**Fiscal Summary**

**State Effect:** The bill does not directly affect State finances.

**Local Effect:** The bill is assumed to not materially affect Howard County finances.

**Small Business Effect:** Minimal.

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**Analysis**

**Current Law:** The Howard County Zoning Regulations, under § [133.0](#), specify minimum parking requirements for various types of structures and their uses. For example, generally, the minimum parking requirement for residential housing is 2 spaces per dwelling unit (with certain additional visitor parking requirements), and the minimum requirement for office buildings is 3.3 spaces per 1,000 square feet. Different parking requirements may be determined on a case-by-case basis by the Howard County Department of Planning and Zoning if an applicant for a site development plan submits a parking needs study as part of the application, which must include:

- an estimate of the parking needs for the use;
- a thorough explanation of the basis of the estimate;
- any data used in calculating the estimate, including parking generation studies, previous experience with similar uses, or other information; and
- an assessment of the impacts attributable to the availability of public transit, vicinal employment resources, and/or pedestrian accessibility.

In addition, reductions in off-street parking requirements are authorized under the regulations for (1) shared parking where multiple uses have different hours or days of peak parking; (2) office or industrial uses with trip reduction plans or ridesharing programs; and (3) downtown revitalization, under a shared parking methodology.

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### **Additional Information**

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Planning; Department of Legislative Services

**Fiscal Note History:** First Reader - March 7, 2025  
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Analysis by: Joanne E. Tetlow

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510