



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

HB 819

**Montgomery County Off-Street Parking Requirements Near Mass Transit Station
MC/PG 106-23**

Primary Provisions of HB 819:

- HB 819 prohibits the establishment of parking minimums within a quarter mile of a Metro station or proposed Purple Line station in Montgomery County.
- HB 819 does not prohibit developments from providing parking; the bill simply eliminates the legal requirement to offer a minimum amount of parking.

Why HB 819 is Needed:

- Parking minimums drive up the cost of development, and in turn, the cost of housing.
 - Requiring one parking space per unit increases development costs by roughly 12.5%, the equivalent of tens of thousands of dollars.¹
 - Parking rarely pays for itself, meaning residents absorb the higher costs of development through increased housing prices, regardless of whether they own a car or not.
- With only 4% of Montgomery County readily available for development, the County must maximize available space and stop constructing unneeded parking.²
 - Excessive space used for parking decreases urban density, driving up housing prices in downtown areas.
- Urban areas like downtown Silver Spring and Bethesda already have excess parking.
 - Over 40% of Silver Spring's downtown parking spaces are perpetually vacant.³
- Developers have a financial incentive to meet demands for parking; Montgomery County does not need a law requiring them to build excessive amounts of parking.
- A 10% increase in minimum parking requirements is associated with a 5% increase in vehicles per square mile and a 6% decrease in housing density in urban areas.
- Parking requirements undermine the State's investment of millions of dollars in the Metro and Purple Line and disincentivize their use by creating more sprawl.

¹ [Whatcom Housing Alliance](#) (2022)

² [Greater Greater Washington](#) (2013)

³ [Greater Greater Washington](#) (2014)

Positive Results from Other Jurisdictions

- Seattle relaxed or eliminated their parking requirements in downtown and transit-adjacent neighborhoods in 2012, a policy still widely popular a decade later (64 percent of King County residents approve).⁴
 - From 2012 to 2017, Seattle developers saved \$537 million dollars and constructed 31 percent fewer parking spaces than required under the previous rules.⁵
- Buffalo eliminated their minimum parking requirement in 2017 with strong public support, leading to 47% of developments offering less parking.
- Minneapolis, St. Paul, Raleigh, Hartford, Ann Arbor, San Francisco, South Bend, Bridgeport, and a growing list of other municipalities have eliminated their citywide minimum parking requirements.⁶

What HB 819 Accomplishes:

- Provides developers with a new tool to construct residential developments at a lower cost.
- Reduces unnecessary sprawl and the cost of residential development in areas near mass transit, ending two factors causing upward pressure on housing prices.
- Ensures valuable space near mass transit need not be wasted on parking spaces that people will not use.
- Ends a policy that incentivizes the use of cars rather than mass transit for people living near the Metro or Purple Line.
- Upholds the State's investment of millions of dollars in the Metro and Purple Line.

⁴ [Sightline Institute](#) (2022)

⁵ [State Smart Transportation Initiative](#) (2021)

⁶ [Lincoln Institute of Land Policy](#) (2022)