

Policy No.: MDOT 658
Effective Date: October 1, 2026

Original Date: October 1, 2026
Revised: N/A

Approved by: Kathryn Thomson
Secretary

Date: September 30, 2026

Adequate Parking Study

Purpose

The purpose of this Policy is to:

1. Establish processes and procedures for MDOT's review and concurrence in the findings of an Adequate Parking Study;
2. Establish roles and responsibilities for the review of Adequate Parking Studies;
3. Establish the evaluation criteria used by MDOT to determine whether a proposed Minimum Off-Street Parking Requirement is justified and whether to concur in the findings of an Adequate Parking Study; and
4. Ensure consistent implementation of the Adequate Parking Study process across MDOT.

Reference(s)

[Maryland Land Use Article, § 4-104, Annotated Code of Maryland](#)
[Maryland Land Use Article, § 7-501, Annotated Code of Maryland](#)
[Maryland Transportation Article, §7–101, Annotated Code of Maryland](#)
[Maryland Education Article, §10-101, Annotated Code of Maryland](#)
[MDOT 657 Joint Development](#)

Scope:

This Policy applies to MDOT's review and concurrence in the findings of an Adequate Parking Study submitted to MDOT pursuant to Maryland Land Use Article, § 4-104(c)(3), Annotated Code of Maryland. Subject to the applicability requirements and exceptions established under § 4-104, the Adequate Parking Study provisions apply to a legislative body or other local agency with land use authority seeking to impose a minimum off-street parking requirement on a residential or mixed-use development located within 0.25 miles of an Eligible Rail Transit Station that receives at least hourly service on average from 8:00 a.m. until 6:00 p.m. Monday through Friday.

The Adequate Parking Study process is development-specific and applies where a legislative body or other local agency with land use authority seeks to impose a Minimum Off-Street Parking Requirement on a specific residential or mixed-use development otherwise subject to § 4-104. This Policy applies only to Minimum Off-Street Parking Requirements subject to § 4-104(c)(2) and does not apply to other parking requirements or standards that do not establish a minimum off-street parking requirement, including maximum parking requirements.

This Policy applies to all MDOT Modal Administrations, employees, contract employees, contractors, and consultants involved in the review of an Adequate Parking Study, as well as any legislative body or other local agency with land use authority submitting an Adequate Parking Study to MDOT pursuant to Maryland Land Use Article, § 4-104(c)(3), Annotated Code of Maryland.

Responsible Party:

The Assistant Secretary for Project Development and Delivery.

POLICY

I. Policy Statement

- A. MDOT will review Adequate Parking Studies submitted pursuant to Maryland Land Use Article, § 4-104, Annotated Code of Maryland, and determine whether to concur in the findings in accordance with this Policy and its supporting documents.
- B. MDOT will evaluate the findings of an Adequate Parking Study based on the following evaluation criteria to determine whether the proposed Minimum Off-Street Parking Requirement is justified and whether MDOT should concur in the findings:
 1. **Demonstrated Parking Need:** The Adequate Parking Study identifies and provides data supporting a specific parking need associated with the proposed development that warrants a Minimum Off-Street Parking Requirement.
 2. **Necessity and Appropriateness of the Proposed Requirement:** The proposed Minimum Off-Street Parking Requirement is necessary, proportionate to the demonstrated parking need for the proposed development, and appropriately tailored to address that need, considering anticipated parking demand, available parking supply and utilization, and the specific characteristics of the development and surrounding area.
 3. **Transit Ridership, Utilization, and Multimodal Context:** The proposed Minimum Off-Street Parking Requirement appropriately reflects existing and anticipated transit ridership and utilization, the development's proximity and access to transit, and reasonably available alternatives, including shared parking, on-street parking management, transportation demand management, and other strategies that could address the demonstrated parking need without requiring, or by reducing, a Minimum Off-Street Parking Requirement.
 4. **Development and TOD Objectives:** The proposed Minimum Off-Street Parking Requirement would unnecessarily constrain residential or mixed-use development, adversely impact transit ridership or utilization, or otherwise conflict with applicable State transit-oriented development, housing, and economic development objectives.
 5. **Local Development Context and Community Needs:** Consideration of specific local development conditions, community needs, or characteristics of the proposed development and its uses support the need for the proposed Minimum Off-Street Parking Requirement, including uses or activities that may generate unique or additional parking demand.
- C. A legislative body or other local agency with land use authority may impose a Minimum Off-Street Parking Requirement pursuant to Maryland Land Use Article, § 4-104, Annotated Code of Maryland, only if an Adequate Parking Study was performed within the three years prior to submission of a development application and MDOT concurred in the findings of the Adequate Parking Study.
- D. MDOT will manage the review process under MDOT 658.1, Adequate Parking Study Process, to provide a decision on the findings of an Adequate Parking Study within 45 days after submission to MDOT. If MDOT determines that the submitted Adequate Parking Study is incomplete, MDOT will notify the local jurisdiction of the information required to complete the Study. Upon MDOT's receipt of the information necessary to complete the

Adequate Parking Study, a new 45-day review period will begin. If MDOT fails to provide a decision within the **applicable** 45-day review period, MDOT shall be deemed to have concurred in the findings of the Adequate Parking Study.

- E. MDOT's determination is limited to whether it concurs in the findings of an Adequate Parking Study. If MDOT does not concur in the findings of the Adequate Parking Study, the legislative body or other local agency with land use authority may not impose the proposed minimum off-street parking requirement on the applicable residential or mixed-use development. MDOT concurrence does not constitute zoning, subdivision, site plan, or other development approval, nor does it supersede other applicable State or local development review and approval requirements.
- F. MDOT will document its determination in writing, including the basis for concurrence or non-concurrence, in accordance with this Policy and its supporting documents.

II. Definitions

For the purposes of this Policy, the following words have the following meanings:

- A. Adequate Parking Study means a data-supported analysis prepared for a development by a local jurisdiction to evaluate whether one or more parking requirements, parking ratios, or parking management standards potentially imposed on a development are justified to address local parking issues, as defined in Maryland Land Use Article, § 4-104, Annotated Code of Maryland.
- B. Minimum Off-Street Parking Requirement means a requirement, ratio, or standard imposed by a legislative body or other local agency with land use authority establishing a minimum number of off-street automobile parking spaces on a residential or Mixed-use development.
- C. Mixed-use means any combination of a residential use with a recreational, office, dining, or retail use, as defined in Land Use Article, § 7-501, Annotated Code of Maryland.
- D. Eligible Rail Transit Station means a rail transit station that receives at least hourly service on average from 8:00 a.m. until 6:00 p.m. Monday through Friday, consistent with Maryland Land Use Article, § 4-104, Annotated Code of Maryland.

III. Authorized/Supporting Documents

MDOT 658.1 Adequate Parking Study Process