

Attachment 1: Parking and I-L Rezoning

At the May 11 work session, Mayor and Council requested that staff provide additional information on the treatment of ADA parking where there are no minimum parking requirements, as well as information related to the two proposed rezonings from the Light Industrial (I-L) zone to Mixed-Use zones.

ADA Parking where No Minimum Required

The Revised Staff Draft provides:

Sec. 25.8.2.3(c)(1)A: Uses are exempt from the parking minimums [...] if they are located within the following distance from transit:

- 1. ½ mile of a Metro station.*
- 2. ¼ mile of an existing Bus Rapid Transit station or a Bus Rapid Transit station that has been funded for construction in the Montgomery County, Maryland, 6-year Capital Improvements Program at the time of application.*

In these cases, no parking is required to be provided.

This proposal is consistent with the Americans with Disabilities Act (ADA) and Maryland Accessibility Code requirements, both of which contemplate sites with no parking; these regulations are in fact structured to provide flexibility for cases where parking is not provided. ADA parking requirements are based on the number of parking spaces supplied; therefore, where no parking is provided, the ADA does not require accessible parking spaces to be provided.

Staff supports this structure for several additional reasons:

- As Mayor and Council have previously discussed, eliminating regulatory parking minimums does not mean parking will stop being built. Staff anticipates most development projects will continue to provide parking based on market demand. Projects remain subject to ADA accessibility requirements, including minimum accessible parking requirements based on the number of spaces provided.
- Parking facilities require driveways and curb cuts, which reduce the amount of curb space available for on-street parking and create additional pedestrian conflict points. Staff estimates that each commercial driveway can require the equivalent of 1-3 on-street parking spaces, depending on driveway configuration.
- Most people who require ADA accommodations rely on walking, rolling, transit, and paratransit. Reducing land dedicated to vehicular parking can improve accessibility by supporting safer and more direct pedestrian access, improved streetscapes, and reduced distances between building entrances and sidewalks, bike lanes, and transit stops.

Rezoning from Light Industrial (I-L) zone

Two sets of properties are proposed to be rezoned from the I-L zone. Per Mayor and Council request, Staff discussed the rezonings with Rockville Economic Development, Inc. (REDI).

REDI assisted staff in identifying minor revisions in the Revised Staff Draft Zoning Ordinance aimed at ensuring the rezoning from I-L to MXB would not impact existing businesses and would continue to support economic development objectives. Specifically, the Food Preparation Establishment definition and Wholesale Establishment use standards will be revised in the Final Staff Draft Zoning Ordinance.



REDI expressed no concerns about the rezoning from I-L to MXE located in the vicinity of First Street and the David Scull Courts community.

