

# PROPOSED ZTA AND SRA GENERAL DEVELOPMENT REQUIREMENTS – ACCESS AND PARKING, AND TECHNICAL REVIEW – STREETS AND ROADS – DESIGN STANDARDS



## Description

- A. The proposed ZTA would amend the Site Access and Parking sections of the zoning code to clarify the ability for alleys to serve as a primary form of vehicle access and to clarify the data source for a shared parking analysis.
- B. The proposed SRA would amend the design standards for roads, including adding a new Corridor Boulevard street type and deferring to national design standards for horizontal alignment.



Proposed ZTA 26-##  
Proposed SRA 26-##  
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2425 Reddie Drive  
Floor 14  
Wheaton, MD 20902

BB	Benjamin Berbert, Planner IV, Design, Placemaking, and Policy Division <a href="mailto:Benjamin.Berbert@montgomeryplanning.org">Benjamin.Berbert@montgomeryplanning.org</a> , 301-495-4644
LG	Lisa Govoni, Supervisor, Design, Placemaking, and Policy Division <a href="mailto:Lisa.Govoni@montgomeryplanning.org">Lisa.Govoni@montgomeryplanning.org</a> , 301-650-5624
AS	Atul Sharma, Chief, Design, Placemaking, and Policy Division <a href="mailto:Atul.Sharma@montgomeryplanning.org">Atul.Sharma@montgomeryplanning.org</a> , 301-495-4658

ZTA SPONSORS

Request of Planning Staff to the Planning Board

REVIEW BASIS

Chapters 50 and 59

Summary

- The proposed updates to Chapters 50 and 59 will be accompanied by a bill being drafted by MCDOT to update chapter 49.
- The updates are largely focused on providing clarity to existing policy direction, following various functional transportation plans and coordination with MCDOT.

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## SECTION 1 – BACKGROUND

Montgomery Planning Staff is recommending that the Planning Board request the introduction of both a Subdivision Regulation Amendment (SRA) and a Zoning Text Amendment (ZTA), making modest updates to Chapter 59 and Chapter 50's transportation provisions. There have been multiple functional plans and studies completed in recent years, making various transportation recommendations. These plans and studies include the Pedestrian Master Plan and an update to the Master Plan of Highways and Transitways. The amendments proposed in the ZTA and SRA are largely intended to formalize the recommendations in these various plans and to reflect coordination with MCDOT.

## SECTION 2 – PROPOSED SRA

There are two changes recommended in the proposed SRA (Attachment A). These include updates to the target intersection spacing table to reflect changes to street classifications and removing the horizontal alignment standards from the code entirely.

### ROAD CLASSIFICATION

The first change shown in the SRA is an update to the intersection spacing table, shown on line 36 of the draft SRA. This table provides targets on the distance between street intersections and protected crossings, based on road classification. A new street type called the Growth Corridor Boulevard has been added to the table. This is a new street classification that was first recommended in the Pedestrian Master Plan and was solidified in the recent update to the Master Plan of Highways and Transitways. This street type can be recommended as part of a master plan. This new street type is intended to have smaller target distances between intersections and crossings than standard Boulevards, reflective of the more dense land uses planned along growth corridor boulevards. The table is also amended to remove the Parkway road classification, as that street type was removed from the recent update of the Master Plan of Highways and Transitways.

### HORIZONTAL ALIGNMENT

The second change proposed by the SRA is to update Section 50.4.3.E.2.g, horizontal alignment. This section of code had specific minimum centerline radii (how tight a curve is) based on different types of streets. These were based on target speeds, with higher speed roads requiring a larger radius. This section of code is very specific and encourages suburban street designs more aligned with previous road typologies, rather than the target speeds and designs of the current road typologies. The code is revised to defer to *American Association of State Highway and Transportation Officials (AASHTO)* standards, which would result in lower design speeds, unless the Board and MCDOT Director agree that another standard is more appropriate. The safety aspect of street design and curve radii will still be reviewed by Planning and MCDOT Staff utilizing best engineering practices.

## SECTION 3 – PROPOSED ZTA

### ACCESS

The proposed ZTA contains one amendment within the Site Access Division of the zoning code under Driveway Access Section 6.1.4.C. This modification clarifies that access from the alley must be consistent with the definition of Alley in Chapter 49, Article 3. This change is being made in coordination with Chapter 49 (Road Code) that alleys may provide primary vehicle access from alleys where they exist but provides the ability for the Board and MCDOT to determine that it is undesirable from a safety perspective. This is not intended to change the effect of the code but rather to clarify the necessary safety and adequacy determinations being done.

### SHARED PARKING

The final proposed amendment with the ZTA is to update the data source reference to be used when submitting a shared parking analysis. Applicants may reduce total vehicle parking in mixed-use projects by submitting a shared parking analysis. Currently, the source document is a specific second edition of the Urban Land Institute's Shared Parking Model, published in 2005. The parking model has been updated, and Planning Staff is recommending removing the specific publication and instead referring to the latest version available.

## SECTION 4 – CONCLUSION

Planning Staff recommends the Planning Board support the proposed SRA adding a new Growth Corridor Boulevard street type, and updating the horizontal alignment standards for roads. Planning Staff also recommend the Board support the proposed ZTA clarifying alley's as primary parking access where available, and updating the source data for shared parking studies. These minor updates implement recommendations from recent functional plans and are done in coordination with MCDOT and changes proposed to Chapter 49 of the county code.

## SECTION 5 – ATTACHMENTS

*Attachment A: Draft Subdivision Regulation Amendment 26-##*

*Attachment B: Draft Zoning Text Amendment 26-##*