



Chapter 21 and CTR Amendments

Mayor and Council Worksession,
July 27, 2026

Presentation Outline

- Project Goals
- Project Timeline
- Introduction
- Topics to Discuss

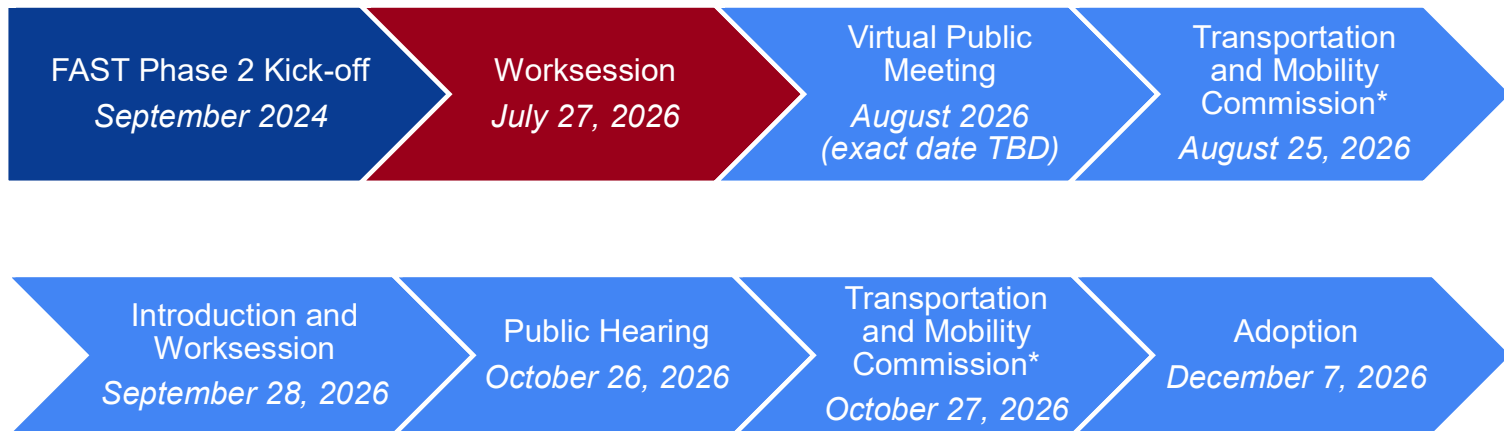
Chapter 21	CTR
○ Private Streets	○ Capacity Mitigation
○ Private Improvements in Rights-of-Way	○ Transportation Reports and Analyses
○ Easements	○ Transportation Improvement Fee
○ Primary Access	
○ Road Code Waivers	
○ Street Classification	
○ Temporary Street Closings	

Expected Outcomes of Amendments

- Modernize a code that hasn't been significantly revised since 1958 and rewrite using plain language to produce a well-organized, accessible, and easy to use ordinance
- Improve and streamline workflows and approval processes by:
 - codifying current practices
 - establishing administrative approval authority
 - incorporating FAST principles
- Improve safety and convenience by incorporating Vision Zero principles and accessibility standards consistent with City policy
- Support high-density, modern urban development consistent with Zoning Ordinance Rewrite



Project Timeline



* Rockville Bicycle Advocacy Committee and Rockville Pedestrian Advocacy Committee members will be invited to a joint session with TMC



Introduction

What Is (and What Isn't) the Code About?

- City is responsible for the ongoing management of publicly owned and maintained streets, rights-of-way (ROW), easements and infrastructure
- City issues permits for any work within, including improvements to, obstruction of, or protection of ROW
- Code requires the Director to establish and enforce Standards and Specifications for the design, permitting, construction, installation, repair, restoration, and use of streets, roads, rights-of-way, and the improvements contained therein
- Code works in tandem with the Zoning Ordinance to implement requirements for streets, sidewalks and rights-of-way associated with private development



Introduction

What Is (and What Isn't) the Code About?

Chapter 21	Separate Codes and Regulations
○ Enacts Article IX of the Charter, Public Ways and Sidewalks	○ Regulates traffic and parking in streets – MD State Law and City Code Chapter 23, Traffic
○ Regulates work within existing and proposed streets and ROW	○ Regulates site development, including drive aisles, loading, parking – Chapter 25, Zoning Ord.
○ Requires Standards and Specifications to be established and enforced	○ Regulates subdivision or platting of rights-of-way – Chapter 25, Zoning Ordinance
○ Establishes street classifications and minimum design requirements, including a waiver process	○ Improves traffic safety, access and circulation – Chapter 23 (traffic control), Chapter 25 (site development), Neighborhood Traffic Management Guidelines and Marked Crosswalk Guidelines
○ Establishes a process for abandoning ROW	○ Establishes transportation adequacy standards in accordance with APFO – CTR



Private Streets

Private Streets

Ownership, Operation and Maintenance of Roads

Current

- Code applies to all City streets, public or private
- Current practice requires private streets to record a public access easement, in-lieu of ROW dedication, and to obtain permits from the City
- Code is silent on when private streets can or cannot be constructed

Proposed

- More clearly state code applicability to private streets and codify requirement for public access easement
- Codify when a private street will be allowed



Private Streets

Requested Feedback

Does the Mayor and Council support:

Allowing private streets only for residential alleys; non-residential campuses; complex of two or more residential apartment buildings; and limited streets within a mixed-use zone as requested by developer that meet certain specific conditions?



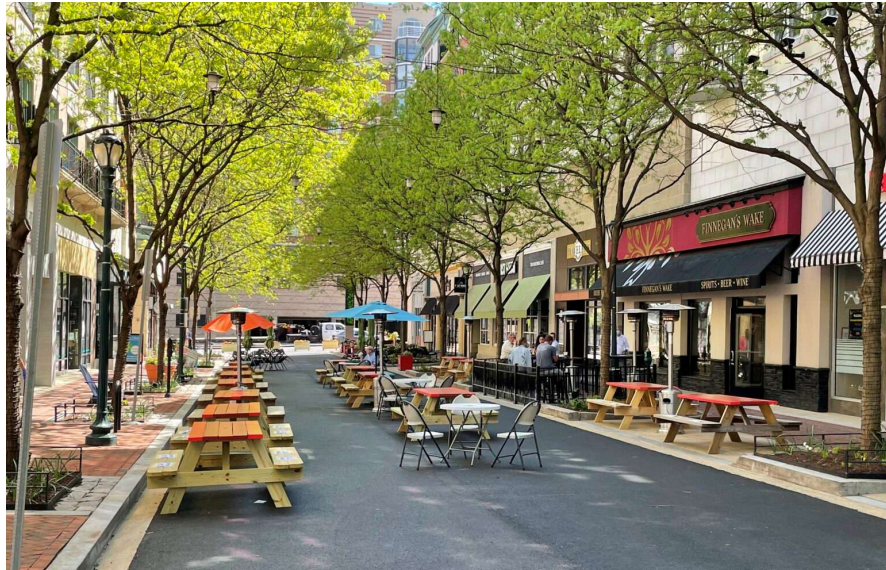
Private Improvements in Rights-of-Way

Private Improvements in ROW

Ownership, Operation and Maintenance of Streetscape Amenities

Current

- Urbanization leading to requests for private improvements
- Current practice requires a license and maintenance agreement
- For example, outdoor dining, EV charging stations





Private Improvements in ROW

Ownership, Operation and Maintenance of Streetscape Amenities

Proposed

- Codify requirements for executing legal agreements
- Establish minimum Code requirements for allowable private improvements within City right-of-way:
 - temporary improvements;
 - permanent improvements for electric vehicle charging stations, awnings, balconies projecting into Business District roads, or signs;
 - permanent improvements for all other urban streetscape furnishings as proposed by a development plan



Private Improvements in ROW

Requested Feedback

Does the Mayor and Council support:

1. Allow administrative approval with a template agreement for any temporary and permanent private improvements in the right-of-way for EV charging stations, awnings, signs, or balconies projecting into Business District roads?
2. Allow administrative approval with a template agreement for specified urban streetscape furnishings within the public right-of-way as shown on a development plan?



Easements



Public Works Easements

Establishing Legal Templates and Streamlined Process

Current

- Easements and ROW Agreements are routinely necessary for Development and CIP projects
- Code doesn't specify the process by which easements are approved, executed or abandoned
- DPW has worked with OCA to develop standard language and templates for the most common types of easements and agreements

Proposed

- Codify requirement that abandonment of any City easement be approved by Mayor and Council
- Administrative approval for standard easements and agreements



Public Works Easements

Requested Feedback

Does the Mayor and Council support:

1. Codifying Mayor and Council approval to abandon City easements?
2. Administrative approval of easements granted to the City for public access, infrastructure, improvements, stormwater management and stream improvements, and temporary construction?



Primary Access

Primary Access

Pedestrian and Vehicle Connections to Public Right-of-Way

Current

- Traditionally, a record lot will have direct vehicle access from an abutting street
- Alternately, a lot may front on a common open space (e.g., courtyard or mews) under the ZO
- Code defines an alley as a ROW that provides *secondary access* for vehicles to the side and/or rear of abutting properties
- Only two record lots may share a driveway without requiring classification of a street

Proposed

- Redefine alley to allow its use for primary vehicular access, under certain conditions
- Allow lots that are accessible only via an alley, limited to maximum block length (e.g., 250 feet)

Primary Access



Primary Access

Requested Feedback

Does the Mayor and Council support:

1. Changing the definition of an alley to allow primary vehicular access to single-unit detached, townhouse and multiplex residential units if the lot:
 - i. Fronts on a public street with side or rear access from an alley;
 - ii. Fronts on common open space with side or rear access from an alley; the length of the alley may not exceed 250 feet and a sidewalk connecting the main entrance to the public right-of-way must also be provided within 250 feet
2. Allowing a shared driveway to connect more than two record lots for single-unit detached, townhouse and multiplex residential units, if less than 150 feet



Road Code Waivers

Road Code Waivers

Dead-end Streets

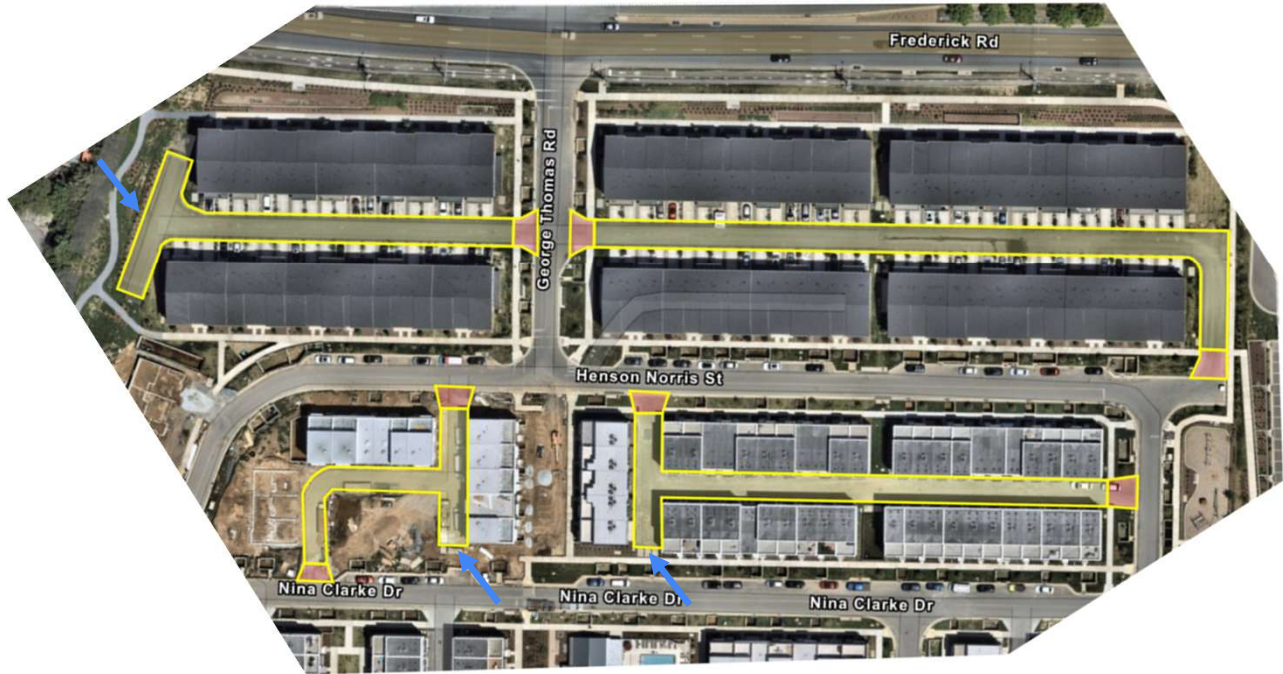
Current

- Code prohibits dead-end roads, unless waived by the Mayor and Council
- Given increasingly urban and infill redevelopment, limited dead-ends with turnarounds instead of cul-de-sacs have become more frequent and can facilitate greater housing potential

Proposed

- Add flexibility by allowing streets to connect to private drive aisles and entrances, if a public access easement is provided, and allow turnarounds other than cul-de-sac (e.g., T or hammerhead)
- Add flexibility through administrative approval of dead-ends alleys without a turnaround area if less than 150 feet

Road Code Waivers





Road Code Waivers

Requested Feedback

Does the Mayor and Council support:

1. Allowing roads to connect to private drive aisles or driveways where a public access easement is provided or ending in a turnaround?
2. Administrative approval of dead-ends alleys without a turnaround area if less than 150 feet?



Street Classification



Street Classification Procedures

Supporting FAST and Zoning Initiatives

Current

- Streets are functionally classified according to adjacent land use and zoning
- Code requires the recommendations of Mayor and Council to the City Manager who produces a report in support of road classifications back to the Mayor and Council to hold a public meeting and adopt classifications by resolution
- Currently, there is no classification or standard detail for emergency access drives

Proposed

- Create a new classification for emergency access drives
- Authorize administrative approval of street classification





Street Classification Procedures

Requested Feedback

Does the Mayor and Council support:

1. Adding a new road classification for emergency access drives?
2. Administrative approval of street classifications?



Street Closings

Street Closings

Alternative to Public Events and Right-of-Way Permitting

Current

- Only Mayor and Council are authorized to *permanently* close and abandon rights-of-way
- Mayor and Council may temporarily close a road for a period of up to 18 months by resolution
- Travel lanes, parking lanes and full road closures are routinely approved by other means:
 - issuance of a DPW permit for up to two years, or
 - issuance of a R&P public events license (Chapter 12)

Proposed

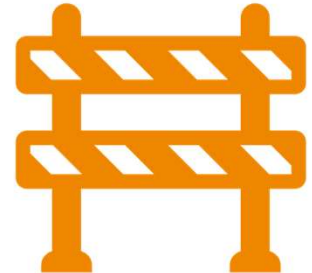
- Retain Mayor and Council approval for permanent closings by resolution and clarify temporary closings for durations longer than two years may be approved by agreement
- Clarify all other temporary road closures may be approved administratively

Street Closings

Requested Feedback

Does the Mayor and Council support:

- Retaining authority of permanent road closings, clarifying that temporary closings more than two years are approved by Mayor and Council through agreement, and clarifying administrative approval of all other temporary street closings?





CTR Amendments



Comprehensive Transportation Review

Implementing Adequate Public Facilities Standards

- The CTR implements the Adequate Public Facilities Ordinance (APFO) for transportation and ensures development allows acceptable traffic flow adjacent to the site
- The purpose of updating the CTR is to:
 - Simplify the CTR to policy level issues and administratively publish guidelines
 - Eliminate and/or streamline certain requirements for smaller development projects
 - Update thresholds for Transportation Improvement Fees

Introduction

What Is (and What Isn't) the CTR About?

CTR	Separate Codes and Regulations
Establishes transportation adequacy standards in accordance with APFO and requires mitigation of inadequate vehicle capacity	Regulates traffic and parking in streets – MD State Law and City Code Chapter 23, Traffic
Evaluates a development's impact to road capacity and traffic operations	Regulates site development, including drive aisles, loading, parking – Chapter 25, ZO
Establishes a Transportation Improvement Fee	Establishes street classifications, min. design requirements and waiver process – Chapter 21
Provides process guidelines and submission requirements	

Capacity Mitigation

Adjusting Thresholds

Current

- Capacity mitigation is required on any intersection that adds more than 10% capacity, even if the intersection is projected to operate at acceptable thresholds

Proposed

- Eliminate the need to mitigate capacity for an intersection adding more than 10% capacity but the projected level of service will be within thresholds





Transportation Reports and Analyses

Adjusting Thresholds and Creating Exemptions

Current

- Applications with less than 30 peak hour net trips must submit a limited on-site report that summarizes site access, site frontage transportation features, and on-site parking, pedestrian and vehicular facilities

Proposed

- Do not require an on-site report for applications with 30 or less peak hour net trips
- Analyze the two intersections closest to the subject site for applications with 30 or less peak hour net trips but more than 50 total peak hour trips to ensure traffic flow (not related to capacity)



Transportation Improvement Fee (TIF)

Adjusting Thresholds and Creating Exemptions

Current

- Applicants with 30 or more peak hour net trips are required to pay TIF

Proposed

- Applicants with more than 10 peak hour net trips, or 50 peak hour total trips, pay the TIF



Comprehensive Transportation Review

Requested Feedback

Does the Mayor and Council support:

1. Eliminating the requirement to provide capacity mitigation, if the project level of service at a specified intersection is within the established thresholds?
2. Eliminating the requirement to submit a limited on-site transportation report for applications with less than 30 peak hour net trips?
3. Requiring applications with less than 30 peak hour net trips and more than 50 total peak hour trips to analyze two intersections closest to the site for safety and operational purposes, but not capacity constraints?
4. Lowering the threshold for payment of the TIF from 30 to 10 peak hour net trips, and adding a new threshold for any application of more than 50 peak hour total trips?

An aerial photograph of a wide, multi-lane highway in Rockville, Maryland. The road is filled with cars and trucks, moving away from the viewer. On the left side of the road, there are lush green trees and a small American flag. On the right side, there are modern buildings, including a large white building with a 'MART' sign. The background shows a hilly area with more trees and buildings under a clear blue sky.

Next Steps and Questions