CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Master Plan for Germantown
being an amendment to the General Plan for the Physical Development
of the Maryland-Washington Regional District
and to the Master Plan of Highways within Montgomery County has been
adopted by The Maryland-National Capital Park and Planning Commission
by Resolution No. 74-1 of January 16, 1974
after a duly advertised Public Hearing held on March 12, 1973
pursuant to the provisions of Chapter 780, Laws of Maryland, 1959
as amended and has been approved by the Montgomery County Council
sitting as the District Council
by Resolution No. 7-1567 on January 8, 1974

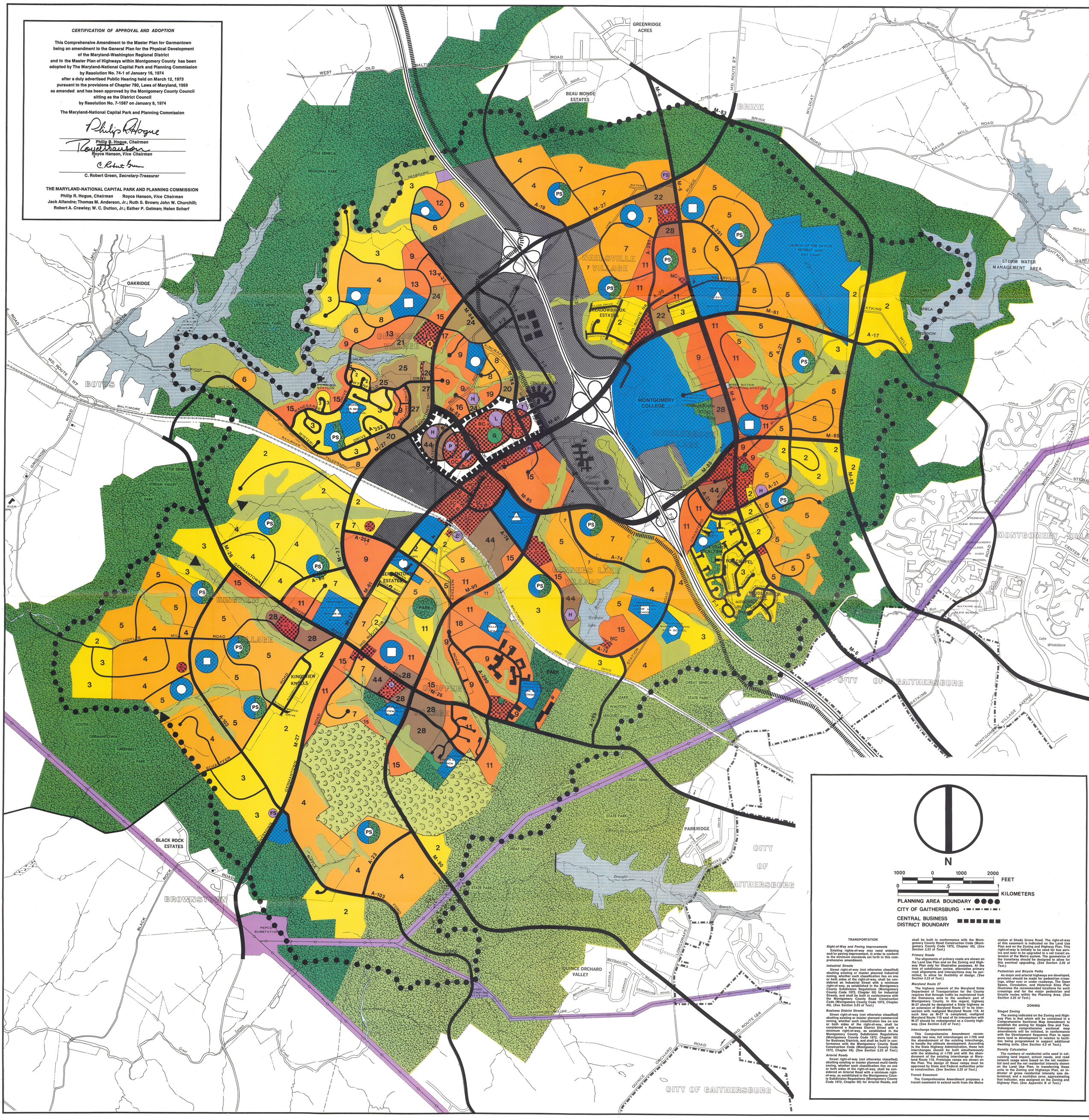
The Maryland-National Capital Park and Planning Commission

Philip R. Hogue, *Chairman*

Royce Hanson, *Vice Chairman*

C. Robert Green, *Secretary-Treasurer*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Philip R. Hogue, *Chairman* Royce Hanson, *Vice Chairman*
Jack Alfandre; Thomas M. Anderson, Jr.; Ruth S. Brown; John W. Churchill;
Robert A. Crawley; W. C. Dutton, Jr.; Esther P. Gelman; Helen Scharf



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PLANNING AREA BOUNDARY

CITY OF GAITHERSBURG

CENTRAL BUSINESS DISTRICT BOUNDARY

TRANSPORTATION

Right-of-Way and Paving Improvements

Existing rights-of-way may need widening and/or paving improvement, in order to conform to the minimum standards set forth in this comprehensive amendment.

Industrial Streets

Street right-of-way (not otherwise classified) abutting existing or master planned industrial zoning, whether such classification lies on one or both sides of the right-of-way, shall be considered an Industrial Street with a minimum right-of-way, as established in the Montgomery County Subdivision Regulations (Montgomery County Code 1972, Chapter 50) for Industrial Streets, and shall be built in conformance with the Montgomery County Road Construction Code (Montgomery County Code 1972, Chapter 49). (*See Section 3.23 of Text.*)

Business District Streets

Street right-of-way (not otherwise classified) abutting existing or master planned commercial zoning, whether such classification lies on one or both sides of the right-of-way, shall be considered a Business District Street with a minimum right-of-way, as established in the Montgomery County Subdivision Regulations (Montgomery County Code 1972, Chapter 50) for Business Districts, and shall be built in conformance with the Montgomery County Road Construction Code (Montgomery County Code 1972, Chapter 49). (*See Section 3.23 of Text.*)

Arterial Roads

Street right-of-way (not otherwise classified) abutting existing or master planned multi-family zoning, whether such classification lies on one or both sides of the right-of-way, shall be considered an Arterial Road with a minimum right-of-way, as established in the Montgomery County Subdivision Regulations (Montgomery County Code 1972, Chapter 50) for Arterial Roads, and shall be built in conformance with the Montgomery County Road Construction Code (Montgomery County Code 1972, Chapter 49). (*See Section 3.23 of Text.*)

Primary Roads

The alignments of primary roads are shown on the Land Use Plan and on the Zoning and Highway Plan only for illustrative purposes. At the time of subdivision review, alternative primary road alignments and intersections may be permitted, to allow for flexibility of design. (*See Section 3.23 of Text.*)

Maryland Route 27

The highway network of the Maryland State Department of Transportation for the County requires that through traffic be maintained from the Damascus area to the southern part of Montgomery County. In this regard, highway M-27 should be designated a State highway as an extension of Maryland Route 27 to its intersection with realigned Maryland Route 118. At such time as M-27 is completed, realigned Maryland Route 118 east of its intersection with M-27 should be redesignated as a County highway. (*See Section 3.22 of Text.*)

Interchange Improvements

This Comprehensive Amendment recommends two new, full interchanges on I-70S and the abandonment of the existing interchange, to handle the ultimate development. According to the State Highway Administration, these two interchanges should be built simultaneously with the widening of I-70S and with the abandonment of the existing interchange at Maryland Route 118. Prototype ramps are shown on the Plan. The design of these ramps must be approved by State and Federal authorities prior to construction. (*See Section 3.22 of Text.*)

Transit Easement

The Comprehensive Amendment proposes a transit easement to extend north from the Metro station at Shady Grove Road. The right-of-way of this easement is indicated on the Land Use Plan and on the Zoning and Highway Plan. This right-of-way is initially to be used for bus service and later to be upgraded to a rail transit extension of the Metro system. The geometrics of the transitway should be designed to allow for this eventual upgrading. (*See Section 3.26 of Text.*)

Pedestrian and Bicycle Paths

As major and arterial highways are developed, provision should be made for pedestrian crossings, either over or under roadways. The Open Space, Circulation, and Historical Sites Plan illustrates the recommended locations for such crossings and for the major pedestrian and bicycle routes within the Planning Area. (*See Section 3.25 of Text.*)

ZONING

Staged Zoning

The zoning indicated on the Zoning and Highway Plan is that which will be contained in a Comprehensive Sectional Map Amendment to establish the zoning for Stages One and Two. Subsequent comprehensive sectional map amendments will be initiated, in conformance with the Development Sequence Plan to open more land to development in relation to facilities being programmed to support additional dwelling units. (*See Section 4.2 of Text.*)

Density Calculation

The numbers of residential units used in calculating land impact, school needs, and road network usage were based on the net residential land and the net residential intensity shown on the Land Use Plan. In transferring these units to the Zoning and Highways Plan, an indicator of gross residential intensity was determined; and a euclidian zone, approximating that indicator, was assigned on the Zoning and Highway Plan. (*See Appendix B of Text.*)

Comprehensive Amendment to the Master Plan for Germantown

MONTGOMERY COUNTY, MARYLAND

Land Use Plan

JANUARY, 1974

HIGHWAY CLASSIFICATION

FREEWAY
MAJOR HIGHWAY
CONTROLLED HIGHWAY
ARTERIAL, BUSINESS, INDUSTRIAL ROADS
PRIMARY ROADS
BARRICADED ROADS
CUL-DE-SAC
TRANSIT EASEMENT

COMMERCIAL CLASSIFICATION

NC NEIGHBORHOOD CENTER
VC VILLAGE CENTER
MO MEDICAL OFFICES
HC HIGHWAY COMMERCIAL
SC SERVICE COMMERCIAL
CO COMMERCIAL OFFICES
RC REGIONAL CENTER
OC OFFICE COMMERCIAL

SCHOOL CLASSIFICATION

	ELEMENTARY SCHOOL	PARK SCHOOL	JUNIOR HIGH SCHOOL	SENIOR HIGH SCHOOL
EXISTING				
PROPOSED		PS		

PUBLIC FACILITIES

L LIBRARY
FS FIRE STATION
P POLICE STATION
A ADMINISTRATIVE OFFICES
G COMMON GREEN
H LOW-MOD. INCOME AND ELDERLY HOUSING
T TRANSIT STATION
C COMMUTER RAIL STATION
STORM WATER MANAGEMENT FACILITY

PUBLIC UTILITIES

WSSC WATER PUMPING STATION
PEPCO TRANSMISSION, SUBSTATION

2,3 Units Per Net Acre
4,5 6,7,8 Units Per Net Acre
9,11,12,13, 15,16,17,18,19 Units Per Net Acre
20,21,22 24,25,27 Units Per Net Acre
28,44 Units Per Net Acre
Commercial
Employment

Conservation Areas
Scenic Easement
State Park
M.N.C.P.P.C. Park
Institutional
Public Facilities
Water