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**GENERAL PLAN ELEMENTS:
A SUMMARY**

**MONTGOMERY COUNTY
MARYLAND**

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 GEORGIA AVENUE
SILVER SPRING, MARYLAND 20907

6600 KENILWORTH AVENUE
RIVERDALE, MARYLAND 20840

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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*Mrs. Cosca died in office November 21, 1969.

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I. INTRODUCTION

For a variety of reasons it has become necessary to update the General Plan of 1964 and bring it current with today's needs. Foremost among the reasons which have necessitated this updating are faster-than-anticipated population and employment growth trends.

The implications of these changes for the planning of the County are profound and far-reaching. The mere fact that a particular population will have been reached earlier than expected would be relatively unimportant if other developments in the County had kept pace with this accelerated schedule. However, the provision of public facilities to serve the increased population has not been able to accelerate at an equal pace, and the result is especially critical with respect to transportation facilities. The schedule for the construction of major highways and the mass transit system remains about as expected when the General Plan was being prepared; yet the expansion of urban development has already reached the point, previously anticipated for about 1980, where substantially greater highway capacity is needed and a mass transit system becomes an indispensable element in the transportation pattern.

The report entitled General Plan Elements was prepared by the Montgomery County Planning Board as a part of the process of updating the General Plan. It divides the subject matter of the General Plan into five elements as follows:

Land Use

- (a) General
- (b) Living areas
- (c) Employment areas
- (d) Community facilities
- (e) Agriculture, open space, parks, and recreation.

Circulation
Conservation
Environmental
Housing

The five elements were analysed separately as to the adequacy and completeness of the policy statements in the Plan.

The analysis of the five elements showed that while the 1964 General Plan, together with the area master plans adopted since 1964 are quite broad and inclusive in scope, they are lacking in specificity and often imply more than they state explicitly or in detail. Also, the policy statements of the General Plan are scattered throughout the text without any continuity. The scattering of the policy statements throughout the text in itself tends to limit the usefulness of the document. Nowhere in the text can one find a grouping of goals, objectives and guidelines in concise form for quick and easy reference. For policy decision makers, the 1964 General Plan document could be made more efficient by using a more systematic format.

Also, upon analysis of the regional policy statements in the area master plans, it was discovered that there were many duplications which were often phrased differently from those in the General Plan and other area master plans. The diversity in the form and location of the statements in the area master plans further complicates the difficulty of using the General Plan for reference and guidance purposes.

Chapters II through VI of this summary report state briefly the principal findings resulting from General Plan Elements report as well as the following additional sources: Factors Influencing Development, published by the Planning Board simultaneously with this report; and A Transportation Study for Montgomery and Prince George's Counties, Maryland, Interim Reports 1 and 2, prepared for the MNCPPC by Alan M. Voorhees & Associates in 1969.

The findings and conclusions in this summary report indicate the manner in which the Plan should be amplified or added to in order to make it more useful to both public agencies and private developers in guiding the future development of Montgomery County.

II. LAND USE

CRITIQUE

The fundamental feature of land use policy expressed in the General Plan is the wedges and corridors pattern of development. There have been both successes and failures in the implementation of this concept of the General Plan. A beginning has been made in the development of several of the new-town or corridor city type developments projected by the General Plan;¹ but far more development has been of the scattered variety. Relatively little of the great areas planned as open space wedges has been permanently preserved from urbanization, and the use of the wedges as a means of guiding development into the corridors has had little effect thus far; but a good deal of stream valley and other land has been acquired as park land, thus protecting an important part of the wedges. The goal calling for the staging of development has not been implemented to any great degree until recently; a capital improvement program is now being prepared as the first step in developing a staging program.

Thus there has been a degree of success in the application of the wedges and corridors goal. As for its continued validity, this goal should continue to be pressed and implemented in accordance with the stated policy of the County Council, the Planning Commission, and the Committee to Evaluate the General Plan.

However, it is clear that additional tools are needed if implementation is to be accomplished. Greater incentives for new town and clustering techniques of development must be enacted so as to increase their use. Zoning and other controls, including new ones, must be used more imaginatively and forcefully in order to deflect development out of the open space wedges, but at the same time positive elements, including selective utility service planning, must also be added. The corridors must be made more attractive to the developer and the wedges less desirable for urban development. It must be recognized and accepted that public acquisition is the answer for only a small part of the open space needed and that other uses than recreation under public ownership must be found for most of the wedge areas.

¹It should be pointed out that the Plan proposes substantial growth to begin in these development areas only after 1980. However, growth in the County since the Plan has been much faster than anticipated. Hence it would be reasonable to expect earlier development in the corridor cities also.

A difficult problem in this connection is posed by the present zoning map and the manner in which the wedge areas are treated in the General Plan. The General Plan map indicates a residential density of one dwelling for every two acres in these areas, but the present zoning permits suburban residential development, mostly on one-half acre lots. This is an unrealistic type of regulation for implementing this policy of the Plan. A rural, primarily nonresidential zone such as is proposed in the text of the General Plan would be more to the point, or at least a regulation that would require a much lower density of residential development. However, there is no mechanism available that could reasonably be expected to bring about the realization of the policy, namely the preservation of a rural character in those areas.

In its policy statements on land use, the General Plan repeatedly stresses the use of zoning as a means of channeling urban growth, while emphasizing the importance of detailed area master plans and their direct translation into zoning changes and the need for additional zoning categories.

The policies of the General Plan appear to assume (1) the use of area master plans which are little more than desirable future zoning maps, and (2) control and guidance of development almost entirely by means of conventional zoning. New planning techniques developed in recent years reveal this view as both too narrow and ineffective. While the importance of zoning as a control must not be minimized, greater emphasis must be placed on planning as a process. The process must include methods for arriving at the accepted goals without attempting to forecast or impose, many years in advance, a rigid and detailed picture of specific future developments.

The General Plan does not offer a method of accomplishing its purposes in a way that will be both flexible enough to accommodate unforeseeable future conditions and yet able to provide better control over development. The following are needed:

- (1) A set of area plans devoted more to showing policies to be accomplished and less to specific and detailed geographic patterns of development.
- (2) A set of zoning and other development controls that invite the accomplishment of the policies through initiative and originality in design rather than specific standards which often fail to do so in spite of their rigidity.

- (3) Changes in State and local law, where necessary, that will enable these new controls and regulations to be set up. Some proposals along this line were put forward in an appendix² which was a part of the General Plan as originally proposed but was not adopted.

FINDINGS AND CONCLUSIONS

Past estimates of population and employment have been consistently low. Hence, either more land will be needed or the land must be used more efficiently.

The corridor pattern requires adequate transportation facilities in order to enable it to function effectively. The possibility of serving the corridors by the highway network shown on the Plan, assuming the estimated 1990 population, has been tested and found to be unworkable.³ Attempts to solve the problem by different arrangements of corridors also failed to cure the weaknesses of the system. A workable alternative appears to be an increase in developmental densities in close proximity to high-volume rapid transit facilities. The increased density at those locations will result in increased use of the transit and a strengthening of the whole community economic structure. Tests of the transportation network against the ultimate population and employment capacity of the Plan (rather than the 1990 estimate) serve to reinforce this conclusion.⁴

Sewers are another major determinant of land use patterns and must be planned to serve the same pattern. Most of the I-70S corridor is served by the Potomac Interceptor, whose capacity is far short of the population indicated for the whole corridor. Either the interceptor must be augmented (an extremely expensive undertaking) or some of the sewage must be pumped into other trunk lines. The impact of this on the other systems has not been evaluated. Limited access sewers will also be needed in order to serve the corridor plan and preserve the low intensity wedges.

²Appendix to General Plan for the Maryland-Washington Regional District: Priority Changes in Legislation, Ordinances, and Regulations Needed to Carry Out the General Plan. MNCPPC, October, 1962.

³A Transportation Study for Montgomery and Prince George's Counties, Maryland, Interim Report 1, prepared for the MNCPPC by Alan M. Voorhees & Associates, 1969.

⁴Ibid.; also unpublished results of the testings.

The relationship between land use patterns and service facilities described above points to the need for:

- 1) development in the corridors in connection with transit stations at higher intensity than previously contemplated in area master plans, and
- 2) much less development in the wedge areas than past plans or present zoning concepts indicate.

While this pattern is at variance with the General Plan map it is directly in accord with the text of the Plan.

Living Areas. References to residential land use in the General Plan are concerned almost exclusively with the proposed new towns or corridor cities. Much of the development that is taking place now and in the future will be in other types of areas, and policies to control and guide it are essential to the proper development of the living areas of the County.

Policies are also needed with respect to the relationship of residential areas to employment locations and other community uses.

Another area of policy on which the Plan is silent is the maintenance and protection of established residential areas. The Clarksburg plan contains some statements which touch upon this subject, but a clear and definite commitment to this policy should be enunciated.

Employment Areas. As in the case of residential areas, the General Plan statements on employment areas confine themselves almost entirely to employment areas in the centers of future corridor cities. Yet many centers of employment are not and will not be in such locations but in various suburban locations, especially during the earlier years of the life of the Plan. This deficiency is recognized in some of the objectives and guidelines included in various area master plans since 1964. Some of these policy statements stress the need to avoid scattered commercial activities and to provide employment centers with good transportation, while avoiding highway strip development.

Community Facilities. While the policies stated in the 1964 General Plan are eminently sound, implementation has not always been successful. In large part, the lack of implementation has been due to piecemeal development by means of the traditional zoning and subdivision procedure and the lack of responsibility of the developers to make provisions for the community facilities needed to serve the development. Consequently, not only were the facilities often not provided

(with the exception of such profit-making ventures as retail centers) but the sites on which public agencies could provide the necessary libraries, fire stations, and similar facilities were either occupied by residential development or priced out of reach by the very presence of the development itself. In many cases, especially with respect to public schools and parks, developers have voluntarily dedicated such land or made it available at reasonable prices; but this method has not been reliable and many of the sites have had to be provided by the public at inflated costs or have not been provided at all.

The use of clustering and planned unit methods of development has resulted in the provision of a number of sites. Under these techniques, sites for public facilities can be provided without loss of development density by the developer or can be required as a part of the development design. Increased use of these incentive techniques is foreseen in the future when they have been revised and broadened in order to make them more widely usable, and this should result in the provision of more sites for community facilities in the process of development.

In those already developed areas where the necessary community facilities are lacking or deficient, efforts must focus on finding ways to provide them. The Capital Improvement Program will be an important instrument for providing these facilities.

Agriculture, Open Space, Parks, and Recreation. The open space policies of the General Plan remain essential requirements for the carrying out of the wedges and corridors pattern of development. As stated earlier, they have been moderately successful in the sense that actual urban development in the wedges has been limited, but in the absence of suitable zoning categories and other supporting regulations and incentives it has not been possible to implement the policies. Hence there has been little success in the preservation of these areas from the possibility of development at any time in the future.

This failure appears to be due to (1) the absence of a rural zoning category as is called for by the Plan, and (2) the lack of the other accompanying measures proposed that are essential as back-ups to zoning, such as the requirement for restrictions on use as a condition for the special agricultural assessment, and the acquisition of limited rights in land. Thus, not only is it impossible for zoning alone to preserve open space, but even the zoning power itself is not available.

The objectives for parks are adequately stated in the General Plan but more specific guidelines are needed. The statement entitled "A Policy for Parks" adopted by the Planning Commission in December, 1968, details the policies by describing the various types of parks required, outlining development and management policies, and setting forth guidelines for public-private cooperation in recreational and open space activity.

Much of the difficulty in planning for agriculture, open space and park areas results from a lack of clarity, in the General Plan and elsewhere, as to what open space is. It is important to understand the various types of open land the purpose for which each is intended, and the manner in which each should be treated. The Report of the Committee to Evaluate the General Plan recognized this problem and suggested that each area of open space belongs to one of six types or some combination of them:

- a) for acquisition as public park;
- b) for residential development at low density;
- c) to be incorporated within and form the framework for the suburban development pattern;
- d) for long range agricultural use;
- e) for natural resource conservation;
- f) as a reserve for future unforeseeable needs.

Policies are needed with respect to the use of each of these kinds of rural land, just as is the case with the various types of urban land.

III. CIRCULATION

CRITIQUE

The coordination of County efforts with the development of the rapid transit system is proceeding as called for in the General Plan by virtue of County representation on WMATA. However, it should be noted that the system now adopted is not the system proposed in the General Plan. The system which has been adopted by the Transit Authority and the County government has also been adopted by the Planning Commission, but the land use pattern, predicated upon the original transit system, has not been revised accordingly. Also, due to difficulties in securing federal funds, the system will be constructed later than previously anticipated. These facts suggest that the aspect of development staging and the general development pattern should be re-evaluated, since major transportation facilities of this kind are obviously one of the principal determinants of urban form, especially the location of high intensity activity areas.

The goal of an efficient transportation system, stated in the General Plan, should be broadened to emphasize the function of transportation as a unifying and supportive feature of the urban structure. There is also a need for additional objectives and some have been enunciated in the process of developing area master plans. For example, the Germantown master plan spells out the need for accessibility not only within the corridor city itself but also between it and other parts of the County and metropolitan area. Other plans stress the need to make the transportation system harmonious with the land use pattern. The Kensington-Wheaton Plan (not yet adopted) calls for the coordination of highway facilities with rail transit, and for the beautification of major roads.

One aspect of circulation that is not discussed is pedestrian circulation; it is mentioned only in passing, where the General Plan calls for walkways in conservation and park areas and where there are no streets. The integrated pedestrian circulation system which is now an essential element of any urban design does not appear to have been considered.

FINDINGS AND CONCLUSIONS

Studies undertaken in the past year indicate that the General Plan pattern of development will generate congestion on major

segments of the proposed highway system if the nature of development continues to be auto-oriented. Initial tests of other urban configurations show that there are possibilities for reduction of traffic congestion through adjustments in corridor densities and the provision of additional highway capacity. However, the real answer to highway overcrowding lies in the reduction of peak hour auto travel demand.

The Bi-County Transportation Study, which is expected to be completed in final report form in the Spring of 1970, indicates that the satisfaction of highway demand for the year 1990 based on present travel trends will require capital expenditures for new and improved highways of approximately \$450 million. This figure holds relatively constant for the four different patterns of land development, including the General Plan, which were tested. The conclusion may be drawn that, on a long range basis, policies should be pursued to enhance the demand for rail and bus transit, including such policies as coordinated rail and bus transit service; residential densities sufficient to economically support transit; and location of future employment centers accessible by transit as well as by car. However, it is recognized that, on a short range basis, decisions on land development and new and improved highways must be strongly influenced by current public attitudes and habits. These decisions should be made with the ultimate goal of developing a pattern and density of travel demands which, over time, will economically support transit service.

In the I-70S corridor, it is doubtful whether sufficient transportation facilities can be provided to accommodate the ultimate planned capacity of development unless firm policies are established and measures taken to encourage the location and scale of development conducive to rail and bus transit service.

Administrative control must be developed and exercised to tie together rail transit, bus transit routes and fares, and parking facilities and fees and to relate such service and user charges to the highway system. Proposed legislation to empower WMATA to acquire private bus companies and to empower the State Roads Commission to construct parking lots are evidence of the need for such administrative control. Such measures, if implemented, would provide opportunities to develop stronger direct relationships between transportation and land development policy.

The routing of a rail transit line to Glenmont has implications for Georgia Avenue, regardless of whether the area is considered a "corridor". The mere presence of the Glenmont line will increase accessibility to land in the vicinity of Georgia Avenue, both in absolute and in relative terms. The Glenmont line, together with the Northern Freeway, can be expected to increase land values enough that normal market pressures to convert some single family residential uses to higher-density residential or to non-residential urban uses will develop. The degree to which these pressures develop will be a function of the relative supply and demand for accessible urban space at the time the Glenmont line and Northern Freeway are built.

Route 29 and the construction of I-95 in Prince George's County will increase the marketability of land in the Route 29 corridor in Montgomery County. Pressures for more intensive land development will result, and, considering the radial corridor pattern, such pressures should probably be accommodated through the provision of necessary public facilities and appropriate land development policies. The Fairland-Beltsville Master Plan was adopted in recognition of this logical development. The one element which is missing in the development of Route 29 as a corridor of activity in Montgomery County is rapid transit. Because of decisions which have already been made on the alignment and construction timing of the College Park transit line, it appears doubtful that the rail transit extension as called for in the Fairland-Beltsville Plan will be provided as a rail facility in the foreseeable future.

In the urban ring, transportation studies undertaken for the development of the Silver Spring and Bethesda-Chevy Chase Master Plans and for assessment of the General Plan indicate clearly that there will be greatly increased demands for capacity of movement through these areas into Washington. A combination of rail transit, bus transit, sophisticated traffic engineering technology, and new internal transportation modes will be needed if the livability of the urban ring is to be retained.

The basic underlying problem of achieving the transportation goal of the General Plan remains implementation. Public funds must be made available, facilities constructed and transportation service provided with particular attention to the timing of these facilities and service to other public improvements and market conditions.

IV. CONSERVATION

CRITIQUE

In addition to the rather limited aspect of conservation covered by the policy statements in the General Plan, a number of other aspects have not received adequate attention. Among these are the protection of streams and stream valley corridors as interrelated systems involving water supply, flood protection, and ecological features; the preservation of historic and scenic areas; and the use of clustered development and park dedication as one means of soil and water conservation. Especially important is the preservation of natural features during the development of urban and suburban areas, so that nature is brought close to the people where it may enhance the environment and be appreciated daily. Additional guidelines are needed for the accomplishment of these purposes.

Another aspect of conservation involves the general quality of the living environment, a subject which is treated further in the "environmental" section of this report but which can also be viewed as a matter of preserving natural features which contribute to health, diversity, and beauty. The General Plan contains some limited comments with respect to the preservation of the environment in the rural areas, but it is of equal importance that this sort of conservation be practiced in urban areas as well, integrating development with conservation, and man with nature.

FINDINGS AND CONCLUSIONS

The preservation of natural features and the effectuation of good conservation practices are essential to the provision of a desirable living environment for residents of Montgomery County.

The 1964 General Plan did not include a major conservation element. An assessment of the Plan shows that this was a serious omission. Conservation values are an essential element in the planning procedure and must be a part of the decision-making process along with economic and other criteria.

When maps of streams, floodplains, wetlands, plants, wildlife, and scenic and historic areas are combined, a pattern of regional conservation values becomes apparent. The stream valley corridors form the matrix of natural values in the County and thus the backbone of the conservation pattern.

Stream valleys containing surface water, floodplains, wetlands, steep slopes, wildlife and botanical features provide a natural setting for conservation and natural beauty for human enjoyment

in urban society. The stream valleys, whose sense of wilderness is heightened by abundant vegetation, fish and wildlife, have been termed "corridors of environmental quality."⁵

Additional values are located outside of or adjacent to the stream valleys, usually in clusters. These have been termed "nodes of diversity."⁶ They most frequently include historic and scenic areas.

The regional conservation pattern in Montgomery County is formed by the corridors of environmental quality along with the nodes of diversity.

The predominant environmental corridors in the County are formed by the Patuxent and Potomac Rivers. These two rivers encompass the most significant ecological areas and thus the most important conservation values.

The preservation of the smaller stream valley corridors also contributes essential conservation values to development, at a sub-regional, community, and neighborhood level. The retention of these smaller corridors is as vital as the conservation of primary stream valleys, although the lesser streams are too small to be included within the regional pattern.

In addition to preserving regional conservation values, conservation must be integrated with urban development. The retention of natural features in developing urban and suburban areas will bring nature to the people and greatly enhance their environment. Touches of nature can be added to existing urban areas and are especially essential in high density urban cores and regional activity centers to provide a feeling of spaciousness and diversity.

The protection of regional conservation values and the integration of development with nature can only be accomplished if conservation becomes an established element in the planning and development procedure. Consideration of these values should become an important part of the decision-making process, a major element in regional and local plans, and an item of significance in future urban and suburban developments.

⁵Phillip H. Lewis, Jr. Upper Mississippi River Comprehensive Basin Studies, Appendix B - Esthetic and Cultural Values, U. S. Department of the Interior, 1958.

⁶Ibid.

V. ENVIRONMENTAL

CRITIQUE

The 1964 General Plan contains few policies on several subjects of great environmental importance. Air and water pollution is one of these subjects. The only statements in this field are concerned with preserving the supply of water for domestic use, referring also to underground water resources, which are now seen as a relatively unimportant part of the future water supply except in certain local areas.

The General Plan proposes no policies in connection with the disposal of solid wastes, a problem whose dimensions are now more evident than when the Plan was prepared.

Another aspect of the environment which received little recognition in the General Plan is aesthetic values. The only guideline in this area is the encouragement of the undergrounding of electrical and telephone wires.

Important additions to the General Plan policy statements on the environmental aspects of development are needed, especially in connection with the elimination of pollution and the encouragement and accomplishment of an improved aesthetic quality in development in the County.

Also, the Plan should be expanded to include the policies enunciated by the County Council in response to the State legislation of 1966 and 1967 concerning County water and sewerage systems.

FINDINGS AND CONCLUSIONS

Public water and sewer service has not consistently followed the sound planning principles envisioned in the 1964 General Plan. Undesirable development has occurred, a portion of which is due to the untimely provision of water and sewer service. It is imperative that plans and programs for water and sewer systems be developed which implement the principles of staging, financing, and construction.

There are significant health problems stemming from failing wells and septic systems. To combat such problems steps must be taken to assure that, in the future, public water and sewer systems will be extended concurrently with urban development. Where extension of the central system is not practical, local community systems must be established immediately.

The Potomac Interceptor sewer is expected to reach full capacity in the next ten to fifteen years. Provision must be made as soon as possible either by augmenting the Potomac Interceptor, pumping sewage into other existing sewer networks, or constructing new sewage treatment plants.

There is a great possibility that the County will experience a critical potable water shortage in the next decade. Such a shortage must be averted by the maximum use of ground water, the establishment of impoundments in the Potomac River Basin, and all other available methods.

Greater consideration must be given to methods of providing alternative water and sewer systems to areas outside of the existing community systems.

Certain aspects of utility systems are not aesthetic in appearance and may be improved through better design of water storage structures and electric transmission lines, increased use of undergrounding for utility wires, and the use of common rights-of-way by various utilities. The latter may also provide for certain cost savings to the public.

Implementation and enforcement of programs for the abatement of water pollution must be improved on both the public and private levels. There is a significant recreational demand for high quality water resources in the County.

Better implementation and enforcement of air and noise pollution abatement programs are needed. The wedges and corridors concept of development ameliorates air pollution problems by allowing a system of natural ventilation. Additional research information is needed, however, especially in the field of noise pollution.

Long range plans must be made for the disposal of solid waste. Detailed consideration must be given to the location of disposal sites, improved design and location of incinerators, and especially a regional approach to solid waste disposal.

Improved design of housing, commercial areas, circulation facilities, and all other types of development are needed in order to improve the aesthetics and livability of the County as a whole.

VI. HOUSING

CRITIQUE

The 1964 General Plan seldom mentions housing at all, and then only in terms of physical design and the use of land. At that time the whole matter of housing, considered in its economic and social context, was not generally viewed as a part of the concern of planning and the General Plan. Since that time, because of the increasing cost of shelter and the general broadening of the concerns of government and planning into socio-economic areas, housing has increasingly been recognized as a proper and necessary function of the planning process. The Department of Housing and Urban Development now requires a housing element in all planning assistance applications, including a discussion of housing problems and the planning implementation activities being undertaken for their solution.

With this increasing recognition of the importance of housing as a public responsibility and its close involvement with social and economic problems, additional policies are needed in addition to good urban design (in the architectural sense), and the elimination of slums and blight (viewed as the removal of deteriorated buildings). Evidence of the recognition of this need can be found in policies adopted in recent area master plans, as well as statements in master plans not yet adopted. Thus, the Clarksburg Master Plan calls for a variety of housing types suitable for "all stages of the human life cycle at all income levels". The same plan, as well as a number of others both adopted and proposed, stress the need for housing suitable for all economic levels.

But at the policy level, recognition is needed of the role played by housing in the total environmental, social, and economic structure of the County. Of particular importance is the relationship between place of residence, location of employment, ready access to shopping and other community facilities, and transportation. This is perhaps more a question of land use planning than of housing. However, the problem has a serious impact not only upon the comfort and convenience of the County resident but also upon the ability of workers to obtain employment with a reasonably possible travel distance and of employers to find workers at all salary levels. This last relationship is the more serious in the case of the lower paid workers.

FINDINGS AND CONCLUSIONS

Four basic critical issues focus on the housing needs which in turn influence housing policy in Montgomery County. These basic issues are: 1) the need for greater variety and choice in housing, 2) the need for housing choices that are related to employment opportunities, geographically and economically, 3) the need for adequate housing for low-and moderate-income households, and 4) the need for halting the spread of blighted neighborhoods and substandard housing.

In approaching the need for greater variety and choice in housing, emphasis should be placed on: household needs; housing for all ages and life-styles; adequate recreation facilities as part of the immediate environment; a variety of ownership provisions (such as cooperatives and condominiums); the use of new and innovative housing systems; and more efficiency in government procedures for facilitating development.

To integrate housing with employment opportunities, housing should be located convenient to job-producing centers, and the availability and economic feasibility of providing housing for all wage levels should be promoted.

Insuring an adequate supply of housing for all households is necessary if housing opportunities are to be available for all wage levels. Specific needs such as low-and moderate-income housing should be included as part of new development. Housing assistance for low-and moderate-income households would facilitate better utilization of resources.

In preventing the spread of blighted neighborhoods and substandard housing, there is a need for fuller community support and funding in neighborhood improvement, for discouraging rental negligence, and for employing where relevant, further positive programs in achieving community improvement.

The County should take advantage of this opportunity to establish a housing policy, something it has not had in the past. This policy should be based on social and economic goals, and future performance in the field of housing can be evaluated on the basis of its conformity to those social and economic criteria. For example, by using policy statements, it will be possible to judge the effectiveness of local ordinances and agency procedures concerned with housing.



