



commuted by transit. By 1987, this percentage had almost doubled.

- *We own more motor vehicles.* Between 1970 and 1990, the number of cars and motorcycles we own almost doubled to 489,000. Despite a 20 percent decrease in household size, the number of cars per household has increased from 1.66 in 1970 to 1.74 in 1990.
- *Our roads are traveled more.* Average daily vehicular travel on state maintained roads increased from a little over 4 million in 1967 to almost 11 million in 1989. While daily travel on state roads grew 175 percent, the number of lane miles of state roads increased only 20 percent.
- *Peak hour congestion has been growing.* In 1980, travel in the peak hour used about 50 percent of the County-wide roadway capacity. By 1989, this had increased to about 75 percent, resulting in more locations operating under congested conditions. Between the early 1970's and the late 1980's, the number of inter-

sections in Montgomery County operating at congested conditions grew from about 80 to about 240.

A SUMMARY: HOW MONTGOMERY COUNTY HAS IMPLEMENTED THE GENERAL PLAN

During the past 22 years, Montgomery County has implemented the General Plan in many ways. Since the 1969 General Plan was approved, the Montgomery County Council has approved about 40 master plans and sector plans and six functional master plans, such as the "Park, Recreation, and Open Space Master Plan," the "Master Plan of Bikeways," and the "Functional Master Plan for the Preservation of Agriculture and Rural Open Space." Each of these plans is actually a formal amendment to the General Plan. While most of these plans are consistent with the General Plan, several plans have recommended major changes. One example of a major change is the 1981 "Eastern Montgomery County Master Plan," which eliminated the Fairland corridor city recommended in the General Plan. Another example was the 1971 "Gaithersburg Vicinity Master Plan," which acknowledged that Gaithersburg, a corridor city, did not have a single center of employment and shopping activities as envisioned in the General Plan, but instead had several employment centers located away from the core.

The General Plan also has been implemented through many governmental regulations, guidelines, and zoning text amendments. Montgomery County now has many development guidelines which help the County realize the type of development it desires. For example, the County now prohibits development in the 100-year floodplain and requires stormwater management controls. Another example is the "Local Area Transportation Review Guidelines," used at the time of subdivision, which helps the County better match the timing of development with future traffic improvements. During the 1970's and 1980's,

many new zones were added to the Zoning Ordinance limiting development in rural areas, allowing mixed use high density development in transit station locations, and increasing the number of residential zones to expand housing choices.

On the other hand, the County has failed to implement the General Plan in several ways. For example, several major roadways, such as sections of the Outer Beltway have been removed from the Plan. Another example is that development is being restrained around many transit stations. In addition, affordable housing is greatly limited, despite the County's efforts to increase the amount of such housing.

This fact sheet provides just a short summary of some of Montgomery County's major successes and some of the County's shortcomings in implementing the General Plan. This summary is organized by General Plan goal topics.

Land Use

- *The concept of the wedge has become more clearly defined and implemented during the past two decades.* A series of master plans designated low density residential zoning in broad areas to maintain their wedge character. An 89,000-acre Agricultural Reserve was created in 1980 to further protect the wedge, specifically, farmland and rural open space. Montgomery County has protected this area using a preferential agricultural zone in conjunction with a Transfer of Development Rights (TDR) program and State and County easement purchase programs. As of 1991, more than one-third of this area has been protected through these easement programs.
- *The concept of the corridor has been implemented, but in a more scattered and less dense pattern than called for in the General Plan.* Between 1982 and 1989 about half of Montgomery County's new homes and half of its new commercial square footage was built in the corridor cities of Rockville, Gaithersburg, and Germantown. However, much of this development was

scattered throughout the corridor rather than being concentrated near transit stations as recommended in the General Plan.

- *Parkland acquisitions generally have kept pace with the increase in the number of households.* The County owns about 27,300 acres of parkland today, 11,300 acres more than in 1970. Major park acquisitions during the past two decades include Black Hill Regional Park, Great Seneca Extension Stream Valley Park, Blockhouse Point Conservation Park, Little Bennett Regional Park, and Muddy Branch Stream Valley Park.
- *On-site recreational space is now required in many new developments.* In 1991, the Planning Board adopted "Guidelines for Recreational Amenities in Residential Developments," which are used to determine whether the recreational amenities in planned housing developments are adequate. These guidelines apply to all site plans of 25 or more homes, except where lot sizes are more than one acre.
- *Capital budgeting has been improved.* In the late 1960's, the Capital Improvements Program emerged as a separate budget document and in 1970 the Council approved it's first six-year CIP for all local government agencies. The current CIP, the FY 92-97 CIP budgeted more than \$1.9 billion for capital improvements over the six-year period. Despite this great progress, the CIP continues to suffer from project deferrals and deletions. Some projects which were relied on for the Annual Growth Policy have been deferred.
- *Public facility provision has been tied to development.* The County's Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy (AGP) attempt to synchronize development with the availability of public facilities such as roads, transit, schools, sewer, and water service. The APFO, adopted in 1973, requires that public facilities adequate to serve a proposed subdivision be existing or pro-

grammed for construction in the capital budget before the Planning Board can approve that subdivision.

- *Some sites have been reserved for community facilities before private development occurs.* The Maryland National Capital Park and Planning Commission established an Advanced Land Acquisition Revolving Fund (ALARF) in 1971 to purchase sites needed for future public use such as parks, schools, and right-of-way for State highways and transit projects. The Commission has used this fund to purchase land in Paint Branch Stream Valley Park, Sligo Creek Park, Rock Creek Park, and Seneca Creek Park. It also has used this fund to purchase the right-of-way for the I-370 and I-270 Interchange, the Intercounty Connector, the Rockville Facility, Falls Road widening, and Capitol View Avenue. Today, the fund has real estate holdings which cost about \$23 million and a remaining balance of about \$1.5 million. Advance dedication of public school sites and road alignments also has been helpful.
- *Community participation has been encouraged.* Today there are more than half a dozen committees advising the Planning Board on individual master plans and sector plans. The Planning Board also is conducting a far reaching community participation and public education program during the General Plan Refinement effort.

Circulation

- *A coordinated rail-bus transit system has been provided.* Eleven of the twelve Metrorail stations planned for Montgomery County have been built and are in operation. MARC commuter rail now has 11 stations connecting Dickerson to Germantown to Silver Spring. The Metrorail system and the MARC commuter rail system are complemented and accessed by Metro buses, the County's Ride-On buses, more than 18,000 park-and-ride spaces, bicycle storage, bikeways, and sidewalks. Each of the bus systems logged over 7 million miles in 1990. Although this system does a good job serving north-south travel needs, improvements are needed to serve the demand for cross-county trips.
- *New roads have been built in Montgomery County, but not at the pace anticipated.* Since 1970, I-270 has been widened in some places to 12 lanes and the major highways of Great Seneca Highway, sections of Mid-County Highway, and Sam Eig Highway/I-370 have been constructed. Several new County and city arterials such as Tuckerman Lane, Democracy Boulevard Extended, Ritchie Parkway, and Perry Parkway have been built. Most of the other road improvements have been widenings to existing roadways and intersection improvements.
- *Several major roads have not been built as called for in the General Plan.* Several major roads have been removed from master plans, the General Plan and the Master Plan of Highways including the Northern Parkway and North Central Freeway, which together connected Washington, D.C. to Howard County; sections of the Outer Beltway; and the U.S. 29 Bypass.
- *One of the other Maryland corridors, the I-95 Corridor, does not have the amount of transportation infrastructure envisioned in the General Plan.* The rapid rail transit line recommended in the Plan for the I-95 Corridor was never built. Also the extension of I-95 from the Beltway into the District of Columbia has not been built.
- *The need for non-motorized transportation has been recognized.* About 165 miles of bike paths, lanes, and routes have been built in Montgomery County. In 1970 there were only about 10 miles of bikeways in the County.
- *Traffic congestion has been eased somewhat through traffic mitigation programs.* Since 1982,

more than 25 traffic mitigation agreements have been signed to reduce the number of auto trips attracted to a development site. The Silver Spring Transportation Management District expands this concept over an entire area and encourages reduced use of the car by offering incentives such as transit fare discounts and ride-sharing matching services.

Environment and Conservation

- *The region continues to suffer from poor air quality.* The 1990 Clean Air Act Amendments will require many changes in the region such as cleaner fuels, use of gasoline vapor recovery facilities, transportation demand management, more clustered development, and the potential use of California standards for car emissions.
- *More sewage treatment capacity has been constructed.* Great strides were made in improving water quality by adding sewage treatment capacity in the region, improving, in addition, the level of treatment given to waste water. Capacity was added at Blue Plains (309 million gallons per day (mgd)), Piscataway (30 mgd), and Western Branch (30 mgd). Levels of treatment were improved to state of the art levels with phosphorus removal, a phosphate detergent ban, and dechlorinization.
- *There is more control over the extension of water and sewer service.* The County first adopted the "Comprehensive Water Supply and Sewerage Systems Plan" in 1970. This Plan enables the County to stage the extension of sewer and water service consistent with the recommendations expressed in local master plans, thus directing growth where it belongs. However, there are areas where the recommendations of the master plans have not yet been implemented in the Water and Sewer Plan. This nonconformity has been recognized by the relevant agencies.
- *Montgomery County has more reservoirs.* Two reservoirs serving Montgomery County have been constructed since 1970. Little Seneca Lake in Black Hill Regional Park provides both water storage and recreational opportunities for Montgomery County residents. The second reservoir is located in West Virginia.
- *Montgomery County has made great progress in protecting stream valleys.* About 11,000 acres have been set aside in parkland to protect our fragile stream valleys.
- *There are more regulations to protect environmentally sensitive areas than in 1970.* The County employs a wide variety of regulations during the development process to minimize the effects of development on the environment. Included in these are stormwater management requirements, stream valley buffers, and forbidding development in the 100-year ultimate floodplain or on steep slopes.
- *Montgomery County has made some progress in protecting water resources, but many streams still do not achieve water quality standards set by the State of Maryland.* Land acquisitions, conservation easements, and land use management techniques such as large lot zoning have helped Montgomery County protect its water resources. The improvement in the Potomac River has been extraordinary. However, many streams do not achieve State water quality standards. Greater emphasis will be needed to control pollution from both urban and agricultural stormwater run-off and to maintain and restore stream biological integrity.
- *There are comprehensive guidelines for development.* "The Environmental Management of Development in Montgomery County, Maryland" was approved for use in 1983. This manual provides a comprehensive set of guidelines to be used by developers, Planning staff, and the Planning Board when preparing and reviewing an application for development.
- *Some roadway alignments have been modified to minimize environmental impacts.* Montgomery

County has modified some alignments recommended in the General Plan to reduce impacts on environmentally sensitive areas. Some of the major roads recommended in the 1950s and 1960s, which used stream valleys to create a parkway-like environment and to minimize grading, have been deleted or re-routed.

- *Noise mitigation is required.* The 1983 "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" require that individual developments mitigate noise impacts in residential areas. The purpose of these guidelines is to reduce highway related noise impacts.
- *Tools to protect and preserve our historic and architectural heritage were created.* In 1979 the Montgomery County Council adopted the "Master Plan for Historic Preservation" and enacted the Historic Preservation Ordinance, creating the Historic Preservation Commission. As of October 1991, 231 historic sites and 15 historic districts, such as Kensington, Sandy Spring, and Hyattstown, have been designated.

Housing

- *The variety and choice in residential development has been enhanced.* By using townhouse and cluster zones in master plans, Montgomery County greatly increased the number of housing choices.
- *Tools were created to concentrate residential development near transit.* In the early 1970s, the County created new zones to concentrate resi-

dential development in mixed use areas near Metrorail stations through the Transit Station Residential (TSR) zone, Transit Station Mixed Use zone (TSM), and Central Business District (CBD) zones. Development in these zones has not been as much as anticipated, in part because of economic constraints.

- *Montgomery County's stock of affordable housing has grown and been distributed throughout the County thanks to the Moderately Priced Dwelling Unit Ordinance, which was enacted in 1973.* This law requires 12.5 to 15 percent of housing in new residential developments of 50 or more units to be provided at below-market sales prices or rents. As of the end of 1990, 7,800 MPDUs have been constructed under this program. Despite this progress, Montgomery County continues to suffer from a lack of affordable housing. As of the fall of 1991, there were about 8,300 applicants for low and moderate priced housing.
- *Government owned land has been used to help meet our housing needs.* The re-use of Belt Junior High School and Pleasant View Elementary School, and the re-development of Kensington Junior High School for an elderly housing complex are good examples.
- *The County government more aggressively pursues scattered sites for affordable housing.* In addition, new programs mix income groups in government sponsored affordable housing to compensate for the major reduction in federal funds for housing.