

"The concept of the public welfare is broad and inclusive. . . . The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled."

U.S. SUPREME COURT

As a citizen of Montgomery or Prince George's Counties you are one of 698,000 people living in the Maryland suburbs of the Washington Metropolitan Area, the eighth largest metropolitan area in the country. From its present size of 2 million population the metropolitan area will grow by the turn of the century to 5 million. That will make it as big as Chicago was in 1950, and bigger than Los Angeles in 1950 or Philadelphia today. Most likely you are already experiencing metropolitan problems, and if they are not solved you will feel them much more acutely in the future.

How much more time consuming and frustrating can your daily trip to the office get before "you've had it"? How many more people can crowd into your community before you feel completely "hemmed in"? How far into the distance will you let the rural countryside retreat before trying to preserve some of it for its soothing effect? These are questions you must answer, for without your support planning problems cannot be solved.

As suburbanites you have chosen to live outside the central city. Maybe you wanted sunlight coming through your windows, or more romping space for your children. Maybe you prefer the song of birds to the sound of buses, or maybe you just like a little extra room for gardening on your own land surrounding your own home. Most likely you have chosen to live in the Maryland suburbs because they offer pleasant living and good public services. But the suburbs are growing even faster than the Metropolitan Area as a whole.

Can the suburbs retain their advantages as they double in size in the next two decades, and double again by the Year 2000? The answer is yes, *if* the proper planning is done.

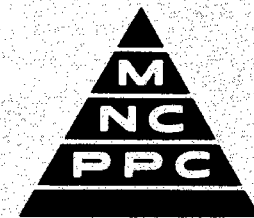


Without planning, a prospective home owner can buy a piece of property and a house, but he cannot purchase an unchanging environment. The kind of neighborhood he will be living in is beyond his individual control. Yesterday's suburbs have become swallowed up in today's city streets, and today's suburbia was yesterday's rural countryside. Without planning, the same pattern continuously repeats itself, and the pace is increasing. There's an obvious limit, reached when one city's suburbs begin to encroach on another's. Long before that time, though, many people have been defeated in their effort to live in the environment of their choice.

But with proper planning the "population explosion" need not be dreaded. There is still plenty of space for new communities without overcrowding and blighting older ones. Montgomery and Prince George's Counties encompass an area of about 1000 square miles. Urban development presently occupies less than 200 square miles of this area. The expected population 40 years from now will require the urbanization of only another 300 square miles. The rest, nearly one-half of the two-county area, will remain rural.

How useable this land will be, and how pleasant the suburbs will be to live in, depends to a large extent upon the success of planning. Good planning can create a pleasing variety of urban and semi-urban communities, all of them tributary to the District of Columbia, and each of them in harmony with the surrounding landscape. Somewhere within them every dweller in the Maryland suburbs can be assured of finding the environment of his choice.

Not only does the pleasantness of your community depend on planning, but so do your costs. Public funds may be saved on sewer trunkline construction if new construction is directed into easily sewerable areas, instead of being allowed to scatter aimlessly. Much greater savings may be realized by concentrating urban development along transportation routes which can supply convenient rapid transit to take peak loads off the highway system. For example the *Mass Transportation Survey Report* of 1959 (pp. 48, 71), comparing the auto dominant plan with the recommended plan including rapid transit, shows a saving of \$121 million. Operating costs for schools can be minimized by organizing compact communities which will not require great expansions of the school bus system.



One of the biggest private costs you pay as a suburbanite is transportation—the second car and the endless chauffeuring of the kids here, there, and everywhere. These costs can also be curtailed by compact instead of scattered development, better local bus routes, shorter distances to local community facilities, and the use of rapid transit for major commuting trips.

In summary, you and every other resident of Montgomery and Prince George's Counties has a tremendous stake in the fulfillment of a workable General Plan. The stake is tangible as well as intangible. Both are equally compelling.

THE NEED FOR THIS PLAN

Planning has been going on in Montgomery and Prince George's Counties for 35 years and A General Plan was adopted in 1957, just five years ago. Why then is it necessary to have a new plan in 1962?

When the 1957 General Plan was prepared, the Maryland-Washington Regional District—the official name of the Commission's planning jurisdiction—included only 294 square miles. Today the Regional District, with more than 900 square miles, is three times as big and includes almost the total area of Montgomery and Prince George's Counties. The present plan includes all of the new territory added since the middle of 1957 as well as the previously planned area.

A second and equally important reason for this revision and expansion of the General Plan is the greatly increased activity in planning for the metropolitan area as a whole. With the publication of the MASS TRANSPORTATION SURVEY REPORT in 1959 and A POLICIES PLAN FOR THE YEAR 2000 in 1961, there is now a metropolitan-wide framework for planning which did not exist in 1957.

The purpose of this report is to help establish over-all policies for development of the Regional District and to relate these policies to the new metropolitan planning framework. Although detailed master plans for specific areas have, to some extent, already been drawn up in accordance with the major policies outlined on the following pages, the guidance of a firmly adopted and publicly supported General Plan will enhance the soundness and acceptability of detailed plans to be produced in the future.