

# Maryland Scenario Project

## SAG Scenarios

### “BUSINESS AS USUAL” SCENARIO

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- Combination of two preliminary scenarios:
  - Current forces, policies and plans
  - Widespread dispersal
- Both were characterized by large amounts of low density development spread throughout the state.

### Driving Forces

- Base realignments continue to influence future growth areas
- Increasing housing costs result in lower income, minority populations moving outwards
- Immigrants are attracted to lower paying jobs in Baltimore (construction) and the Eastern Shore (agriculture)
- Congestion in central Maryland worsens and more employment decentralizes
- Boomers retire in state, seeking amenities (Bay and mountains)
- Early retirees and information workers, no longer tied to workplace, disperse for amenity or for more affordable housing
- Increasing role of telecommuting will contribute to dispersal of homes as workers are no longer tied to workplace
- Terrorism preparedness mentality reduces transit usage and increases avoidance of concentrated population areas
- Historically low mortgage interest rates encourage home buying and home building
- Loss of federal subsidies and international competition erode agriculture
- Farming communities looking for alternatives promote development in rural areas
- ‘NIMBY fortresses’ (areas where strong constituencies oppose development) force developments to leapfrog to other parts of the State
- Consumer preferences continue to favor low density, single-family houses, which discourages infill development
- Septic technology removes environmental issues
- Lack of schools and other infrastructure in inner cities force dispersed developments – residents looking for suburbs with superior infrastructure
- National Harbor Project becomes a big employment center with mixed uses

### Conflicting Driving Forces?

<b>Current Forces, Policies and Plans</b>	<b>vs.</b>	<b>Widespread Dispersal</b>
Continued federal growth in R&D and biotech and infotech outsourcing	vs.	Federal support for R&D stagnates through several recessions over the time period
Fuel prices continue to rise, encouraging less/shorter commutes/live near work and transit	vs.	Fuel prices stabilize and technology fixes reduce polluting effects of driving

### Policies

- Inner/central counties reach capacity by 2025 and maintain growth limits; refill policies mildly successful
- Recessionary cycles promote “each for his own” fiscal zoning and tax base maximization behavior in outer counties suffering transition from agricultural decline; promote retirement communities, golf course communities etc.
- No support at state or federal levels for transit investment
- Farmland protection zoning overturned in several counties as farming declines and as recessionary pressure and growth of conservative governments reduce government regulation generally
- State approves anti-takings legislation which limits and rolls back county growth management

- Water supply issues addressed through reservoir and treatment plant construction/improvements and does not constrain growth except in limited areas with basic supply constraints
- Expansion of Interstate 81 results in growth in Westminster
- Toll roads and HOT lanes make highway travel in central areas somewhat more bearable
- BRAC relocations support and reinforce transit investments but Red and Green Lines remain unfunded; Purple Line implemented
- Lack of state and Federal funding for major sewer and water plant expansions and Health Departments accept more development on improved septic system technology
- Sewer requirement regulations force people to develop on septic, rather than in planned, higher-density developments
- Regulation exemptions for smaller development (5 – 10 units) also encourage small-scale developments to dodge regulations
- Completion of the ICC and other road improvements around the State
- ICC’s construction improves Baltimore/Washington economic interconnectedness and strengthens the economy of Prince George’s County

*Conflicting Policies?*

<b>Current Forces, Policies and Plans</b>	<b>vs.</b>	<b>Widespread Dispersal</b>
By choosing not to expand the Bay Bridge’s capacity, Eastern Shore development slows down	vs.	Second Bay bridge built in response to Eastern Shore development growth

- APFOs in central counties are maintained generally except they are relaxed/waived in the urban centers within the inner counties; this is coupled with redevelopment policy packages as in Bethesda and Silver Spring
- TOD incentive packages at LRT and MARC transit stations
- Environmental restrictions may lower the attractiveness of developing the Eastern Shore to some degree

## “CONCENTRATED GROWTH” SCENARIO

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- Had previously been preliminary Scenario #2, urban concentration.
- Growth is focused primarily around urban core in central Maryland and in “urban” clusters or around municipalities in the more rural parts of the state.

### Driving Forces

- U.S. dominance of R&D world of biotech/infotech continues
- Foreign immigration to central cities and suburban centers expands
- Federal tax policies revamped to encourage city revitalization and regionally responsible behaviors
- New wave of BRAC transfers and the relocation of several other major Federal agencies to Maryland occurs
- Federal policies require federal facilities in urban centers
- Gas/oil prices continue to sky-rocket and pressure for energy self-sufficiency strong (e.g. bio-fuels), causing agricultural land to become more valuable
- New demographics reduce importance of school capacity/budgets
- Embrace of sustainable mindset in face of global warming and looming environmental disasters
- Federal tightening of environmental regulations
- Desire for organic, “home-grown” food supply increases, leading to increased value of agriculture land
- Sea level rise leads to migration away from low-lying areas on the Eastern Shore
- Increased Baltimore/Washington economic linkages encourage redevelopment of Baltimore and its importance as an employment and economic center
- Progressive congestion problems in Northern Virginia drive people seeking a better quality of life to Maryland
- Economic pressures for employment force affordable housing closer to job centers

### Policies

- Local governments tighten development plans to locate most new growth within or adjacent to existing communities and infrastructure investments, APFOs and impact fees are refocused to support this policy
- Enterprise zones and research parks in urban and/or TOD locations
- Congestion pricing is widespread, making peak hour congestion tolerable
- Increased investment in transit leading to new/improved rail service between Baltimore, Annapolis, Frederick and Washington, the implementation of the Purple Line in the DC suburbs, WMATA extensions to BWI and Frederick, and the expansion of the transit system within Baltimore City (Red and Green lines)
- More arts and culture amenities in urban areas supported by regional tax contributions
- Increased investment in schools by government and business, particularly focused on urban-based industries
- Investment in digital infrastructure in urban centers
- Purchases of Development Rights for open space systems in outer areas
- Agricultural zoning is tightened, encouraging greater concentration of development in urban areas
- Greater, more effective, transparent and interjurisdictional use of TDRs
- Metropolitan type agriculture gets boost from local, organic product market and farmland protection policies maintained where in place and strengthened in Southern Maryland and on the Eastern Shore
- Federal policies require contractors to adopt smart growth behaviors (choice of transit vouchers, housing linkage programs, Trip Reduction Ordinances, live-near-work, etc.)
- Urban amenities policies around TODs stimulate this market niche
- Refill incentives (code and regulatory relaxation) to spur widespread urban revitalization
- School AFPOs in outer counties lose their bite as school enrollments decline because of demographics but immigration to inner counties causes ongoing school related needs
- Counties adopt housing “fair share” concept requiring every county to accept affordable housing and have effective affordable housing policies
- Favorable annexation laws allow existing cities to increase in size
- A Statewide Development Plan is adopted