

# The Abell Report

*What we think about, and what we'd like you to think about*

Published as a community service by The Abell Foundation

## “Regional planning needed to control suburban sprawl and Portland, Oregon is the model.”

### ABELL SALUTES:

#### “New Song:” Energy, Hope, Promise . . . and Answered Prayers

At first glance, the social problems prevailing within the 72 or so blocks that make up the Sandtown neighborhood in West Baltimore are depressingly familiar: median income below the poverty level; infant mortality at 27 percent (three times the national average); unemployment exceeding 50 percent; the crime rate one of the highest in Baltimore City. But a second, deeper understanding of this same community reveals something extraordinary going on within it: “New Song Urban Ministries”—an island of energy, hope, and promise in the heart of it, centered in a corner rowhouse at Gilmore and Presstman Streets. Although the name is an umbrella for a community church, Habitat For Humanity, Community Learning Center, Family Health Services, and Eden Jobs, all are functions of the ministry of a neighborhood-based staff of almost 50.

This complex of human services did not spring full-blown from a planners blueprint. It came about incrementally, with much struggle, as answers to Susan and Allan Tibbels and Rev. Mark Gornik’s resolve to make their lives spiritually meaningful. “We wanted to love God,” Mr. Tibbels says,

*(continued on page 8)*

David Rusk, renowned urbanologist says regional “fair-share” low- and moderate-income housing, and regional tax base sharing, are needed to complement the land-use planning effort in the region. “The Maryland General Assembly must lead.”

### Urban Sprawl—the Baltimore Region’s Other Challenge

*By David Rusk<sup>1</sup>*

Sprawl is devouring the Baltimore area’s countryside. From 1960 to 1990 the region’s urbanized population grew 33 percent, but urbanized land expanded 170 percent.<sup>2</sup> The Baltimore region is consuming land at five times the rate of population growth—more than twice the national ratio.

A recent study by the Maryland Office of Planning analyzed local land use plans in Baltimore’s six suburban counties. The state planning office calculated that local governments’ plans would currently permit another 480,000 to 500,000 housing units to be built and that three-quarters of the new homes would be built on large lots (typically, an acre or more).<sup>3</sup> This appetite for spacious suburban development carries a heavy price in loss of farmland and for-

ests, polluted air and water, and higher costs for roads, water and sewer lines, and other taxpayer-supported facilities to serve new, low-density development.

Today the region’s residents may enjoy weekend drives out into the farming country still found outside the Beltway. But tomorrow will be a different day. What county governments call “rural zoning” still permits plenty of development. Howard County’s “rural zoning” would allow one new housing unit about every four acres. “Rural-restricted zoning” in Baltimore County and Carroll County would permit one new housing unit every 25 acres. Such standards promote the dividing up of the land into lots that are too big to mow, but too small to hoe. Such government policies encourage creation of new, spacious estates for wealthy “hobby farmers” but will not help preserve Maryland’s agriculture economy—nor Baltimorean’s enjoyment of it.

In sharp contrast to the Baltimore area, Oregon’s growth management

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laws provide strong protections for farmlands in the Portland metro area. Under Oregon law, lands designated for "exclusive farm use" must be maintained in minimum 67-acre parcels, and they must be actively farmed and produce at least \$80,000 in annual revenue. If a farmowner proposes to put up a house, he must demonstrate that building that house is essential to his ability to work the land.

Many Marylanders decry the impact of sprawl upon Maryland's vanishing farmlands and wild areas and on its quality of life.

- In the Baltimore region about 8,000 acres a year of farmland are converted from growing crops to "growing homes." According to Maryland Office of Planning estimates, the loss of farmland will increase to about 12,000 acres per year over the next 25 years.

- The Chesapeake Bay, Maryland's priceless natural resource, is constantly being degraded by runoff from new development.

- With homes, job locations, and stores ever more widely scattered, suburbanites are becoming more and more dependent on their automobiles. That dependency is costly in both time and money.

- By 1990, 91 percent of all suburban workers in the Baltimore region drove to work (85 percent drove alone), and roads and highways had become more congested. Average travel times had increased to almost half an hour each way, but almost 30 percent of all suburban workers had to leave home in the pre-dawn hours to make it to work on time.

- The typical, car-dependent Baltimore family spends 15 to 20 percent of its income on transportation costs, compared to an estimated 4 to 5 percent spent by European families.<sup>4</sup>

- The cars of Baltimore area drivers pump an estimated 1,182 tons of carbon monoxide, 160 tons of nitrous oxides, and 134 tons of fine particles into the region's air each day.<sup>5</sup>

Sprawl is also very costly to taxpayers. New suburban homes must be served with roads, water and sewer lines, libraries, schools, police and fire protection, garbage pickup, and other local government services. The cost of serving a very low-density subdivision (i.e. about one house per acre) is about twice as much as serving an equal number of dwelling units at higher densities (i.e. about ten town houses per acre).<sup>6</sup>

*Baltimore Unbound*, a study commissioned by The Abell Foundation, emphasizes another cost of urban sprawl: the steady abandonment of Baltimore City.<sup>7</sup> My research has found that the faster the rate of sprawl (relative to population growth), the faster the rate of abandonment of older neighborhoods in central cities and, increasingly, in older, blue-collar suburbs.

Table 1 illustrates this point. As noted, the Baltimore area's rate of land consumption from 1960-90 was five times greater than its population growth rate; during the same period Baltimore City's population declined 22 percent. With a similar 5:1 suburban land-to-

population growth ratio, the city of Cincinnati lost 38 percent of its population. At a more than 7:1 ratio, the city of St. Louis dropped 47 percent in population.

By contrast, with its strong growth management policies, the Portland region almost balanced urbanized population growth (80 percent) with growth in urbanized land (103 percent). Aided by land use controls (as well as by successful annexations), the city of Portland experienced a 17 percent increase in population — and a one-third increase in number of households.

Since the publication last October of *Baltimore Unbound*, most public commentary has focused on the book's housing policy recommendations. I urged that Maryland state law require that all new construction in Baltimore's suburbs provide for a "fair share" of low- and moderate income housing. (Neighboring Montgomery County has successfully carried out such a policy for the past 23 years). Such a "fair share" housing policy would gradually resolve the Baltimore region's most serious problem: the hyper-concentration of poor African-Americans in high-poverty neighborhoods in Baltimore City.

Too often overlooked, however, are the book's recommendations dealing with regional land-use planning. Sprawl and race—in the Baltimore region and across the nation—are the two factors that have shaped America's urban growth patterns. Both issues are inextricably intertwined, and both issues must be attacked directly.

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**TABLE 1**  
**Growth of Population and Land Consumption in Baltimore and Selected Urbanized Areas 1960-90**

	Pct Population Growth 1960-90	Pct Land Area Growth 1960-90	Land-to- Population Growth Ratio 1960-90	Change in Central City Population 1960-90
USA Average (213 areas)	47%	107%	2.3	na
Baltimore, MD	33%	170%	5.2	-22%
Cincinnati, OH-KY	22%	112%	5.1	-38%
St. Louis, MO-IL	17%	125%	7.4	-47%
Portland, OR-WA	80%	103%	1.3	17%



*Baltimore Unbound* urges the Maryland General Assembly to strengthen current state planning efforts by adopting, in effect, the provisions of Oregon's strong land-use planning laws. To carry out region-wide planning responsibilities, the book suggests establishing an elected regional government like Portland Metro as an alternative to having a state agency apply a stronger regional planning law.<sup>8</sup> Let's compare the status of regional land use planning in the Portland and Baltimore areas (see Table 2).

One of the earliest state planning laws, the Oregon Statewide Land-Use Planning Act was approved by the Oregon legislature in 1973. Maryland's Economic Growth, Resource Protection, and Planning Act was adopted by the Maryland General Assembly in 1992.<sup>9</sup>

There are striking contrasts between the two state laws. Oregon's statute sets forth 14 statewide goals (plus five additional goals affecting Oregon's Pacific coastal area); the state law *requires* all local government plans to meet the state goals. Oregon's Land Conservation and Development Commission (LCDC) is charged with reviewing and approving (or rejecting) local plans.<sup>10</sup>

The Maryland Planning Act describes seven more general "visions" for the state, but local governments "start with the visions and interpret them to establish their own priorities and concerns."<sup>11</sup> The state's 17-member Economic Growth, Resource Protection, and Planning Commission "provides a forum to examine the progress being made in implementing the Act, explore new solutions, and provide the Governor and the General Assembly with an annual report on that progress."<sup>12</sup>

In short, Oregon sets more specific, statewide goals and empowers a state commission to enforce local government compliance. Maryland enunciates an agenda of topics that local plans must address but leaves standard setting to Maryland's 23 counties and 155 municipalities.

**TABLE 2**  
**Comparing Maryland and Oregon's**  
**State Land Use Planning Laws**

**MARYLAND**

1. Economic Growth, Resource Protection, and Planning Act adopted in 1992
2. Requires land use plans by local government
3. Sets out 7 general topics, or "visions," which local plans must include—standards determined entirely by local plans
4. State planning commission merely advises governor and legislature on local progress, provides forum for exploring new solutions
5. State law silent on urban growth boundaries; state planning commission encourages local governments to adopt them as tools
6. Baltimore region: land use planning done independently by 6 counties and 20 cities; all act as sovereign governments
7. Results: land consumed at 5 times population growth; farmland, wild areas lost; Baltimore, older suburbs slowly abandoned; 8th highest economic segregation; highways proliferate

**OREGON**

1. Statewide Land Use Planning Act adopted in 1973
2. Requires land use plans by local government
3. Sets out 14 more specific state goals which local plans must meet—minimum standards established by state commission
4. State planning commission reviews and approves or rejects local plans for compliance with statewide goals
5. State law requires urban growth boundaries to be drawn by all municipalities to allow 20 yr. growth inside but not outside UGBs
6. Portland region: land use planning done cooperatively by Portland Metro, 3 counties, and 24 cities; Metro resolves conflicts
7. Results: land consumed in balance with population growth; farmland, wild areas saved; Portland, older suburbs remain strong; 4th lowest economic segregation, light-rail grows

Nowhere is the contrast greater than in the two states' approach to "urban growth boundaries." Oregon's "State Goal 14" requires all municipalities to establish urban growth boundaries. These are not anti-growth measures; urban growth boundaries must provide for 20 years of projected development in an orderly fashion. However, in Oregon urban development is not permitted outside local urban growth boundaries.

By contrast, the Maryland act is silent on the topic of urban growth boundaries. In its 1995 progress report the Planning Commission "once again urges local governments to establish

urban growth boundaries as tools to define appropriate areas for growth and to focus infrastructure investment and services."<sup>13</sup>

Though authorized in separate legislation, Oregon has fashioned another crucial tool for effective regional planning. The state legislature created Portland Metro, the nation's only directly-elected regional government. Metro covers three counties (Multnomah, Clackamas, and Washington) and 24 municipalities that form the heart of the Portland region.<sup>14</sup>

Metro is charged by state law with  
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specific responsibility for regional land use planning. The regions' voters reaffirmed Metro's planning role in adopting a home-rule charter for Metro in November, 1992. Under that charter Metro is headed by a seven-member Metro council, elected by district, and by an

executive officer elected by all voters in three Oregon counties.

Since 1979 Metro has designated and monitored the Portland region's Urban Growth Boundary. Working with local governments, Metro allocates minimum density standards for new development in all jurisdictions.<sup>15</sup>

**Tim Bishop, First Vice President of Baltimore Heritage, Inc., and Community Education Chairman of The Baltimore Historic Trust, Inc., is familiar with the goals of regulatory agencies and of the building and development industries. He insists that builders and developers share the same goals for "high-quality" suburban growth as the regulators, but that the former are responding to suburban growth, not attempting to drive it as regulators are—and that the regulators must accomplish shared goals within a market-driven economy.**

"The goals for sound and sensible growth management that are being put forth are desirable, and are shared by the building and development communities. They, too, want to create nice places for people to live, work and shop—who would disagree with such goals? But where can we provide these places? Government has a real role in helping to shape the communities where we want to live, *but the policy makers have got to realize that the solutions must be market driven--the community must make these decisions, voting with their pocketbooks, not regulators who often tend to ignore what the market is saying.*

"Builders and developers are being unfairly accused of *creating sprawl*—in housing and commercial development. The houses and commercial space they are building are snapped up as currently designed. Housing developments where they are being built in the suburbs are sold out, malls are filled with shoppers—these housing and commercial developments are successful. They are strongly supported by people perfectly willing to drive these crowded roads regulators talk about, and live in these so-called 'bland' suburbs. The market provides housing and amenities where the people want them, not where regulators want them. Rouse doesn't tell people where they should live and shop, the people tell Rouse. The regulators have it wrong; it's not developers telling farmers, hey, we would like to buy your property and build on it—no, it's farmers coming to developers and saying, hey, how much for this cornfield?

"There are lots of ways to slice the development pie, lots of design issues, lots of public safety issues—but this is a free country and the *people* must make these decisions. You can't force people to live in developed Baltimore County or in Baltimore City if they don't want to. Regulators must keep this in mind: The *market* will provide solutions to the problems. The regulations should be designed to capture the market forces at work and take advantage of them. When developers and builders can reasonably achieve their desired risk reward goals within the context of growth management regulations, then we have accomplished the best of both worlds.

Metro plans for major infrastructure investments, such as siting major roads and planning the route for the regional light-rail system.

Under Metro, however, regional planning is not some mysterious, bureaucratic process conducted by a distant, unaccountable Big Brother government. The Number One state goal set by the Oregon Statewide Land Use Act is a requirement for constant, intensive citizen participation.

Metro spends \$2.5 million annually to assure extensive citizen involvement. In its latest updating of the regional plan, for example, Metro officials held 182 public meetings. Metro mailed full-color, tabloid newspapers, outlining planning alternatives, to every household in the region—550,000 in all. Metro received back and tabulated over 17,000 citizen questionnaires. Through Blockbuster Video and other outlets, Metro circulated a video on the Portland regional plan's alternative paths.

By comparison with development patterns in the Baltimore region, the Portland area's results are striking. From 1960-90 Baltimore's suburbanized area's population density decreased by one-third from 3,396 residents per square mile to 2,255 residents per square mile; the Portland area's suburban densities increased from 2,229 residents per square mile to 2,895 residents per square mile. Portland's suburbs are now one-third more densely developed than Baltimore's suburbs—by design and by popular demand. By promoting higher densities, in just five years (1985-89), the Portland area saved up enough land for another 15,000 homes without expanding their Urban Growth Boundary.

Baltimoreans' and Portlanders' different approaches to land use issues are reflected in other arenas. The 1996 session of the Maryland General Assembly was dominated by the issue of providing \$200 million in state subsidies—without local government contribution—to build a new NFL football stadium next to Oriole Park at Camden



Yards. From the perspective of urban policy, the state's investment is a welcomed commitment to strengthening downtown Baltimore as the region's sports and entertainment core.

By contrast, however, last November, Portland area voters agreed to tax themselves \$445 million to extend the region's light-rail system from downtown Portland south to suburban Oregon City. For good measure, the three-county regional electorate also approved \$138 million in local bonds to buy thousands of acres more park land and open space.<sup>16</sup>

The Portland area and the Baltimore area are, of course, different communities. The most obvious and significant difference is their respective racial composition. Only 3 percent of the Portland region's population is African-American compared to the Baltimore region, which is 26 percent African-American.<sup>17</sup> Disappointingly, housing patterns in the Portland area are hardly less racially segregated (an index of 66) than in the Baltimore area (an index of 71).<sup>18</sup>

The two regions' poverty rates are essentially the same (around 10 percent in 1990). Across the nation poor whites (who are 85 percent of the Portland area's poor) are much less segregated than poor blacks (who are 60 percent of the Baltimore area's poor). This factor contributes to the fact that, out of 86 major metro areas, the Portland region has the 4th lowest segregation level of the poor, while the Baltimore region has the 8th highest index of segregation by income.

Nevertheless, with their emphasis on affordable housing in all communities, the Portland area's land use and housing policies contribute strongly to a more egalitarian society. And despite some developers' predictions that Portland's growth management policies would run up the cost of housing, the Portland area has consistently maintained the most affordable housing market on the Pacific Coast.<sup>19</sup>

Regional "fair share" low-and moderate-income housing; regional tax base

sharing; and regional land use planning and growth management—all three are integral, integrated elements of the recommendations made in *Baltimore Unbound*. I believe that action by the Maryland General Assembly on all three policies is essential if the Baltimore region is to compete successfully with other regions in the 21st Century. Key to such legislative success is forging a broad based alliance among Baltimore City, the region's declining older suburbs such as Essex, Dundalk, Middle River, and Parkville, and environmental activists. All are victimized by the same phenomenon—sprawling regional development which degrades both the region's natural environment and its social environment. Lost farms, lost wetlands, lost neighborhoods, lost generations.

The Baltimore region is currently limping along in semi-economic recession. The region's primary engine of economic growth is weakening, occasioned by a soaring federal deficit.<sup>20</sup>

By contrast, the Portland region is booming, fueled by over \$10 billion in new investment by Intel, VS., and other high-tech giants. I asked Mike Button, Metro's elected Executive Officer, "Why Portland?"

He cited several typical reasons West Coast location (but not in California), labor force quality, ample energy supplies, attractive state tax policy—but then said that "a big reason is our growth management policies and what they mean for the quality of life. That's not just self-serving speculation on my part. Corporate officials have told me that is a big factor."

"Setting aside all the technical complexities," Button continued, "we can describe our long-term vision in just two sentences. They may sound simplistic, but they imply all kinds of policies regarding reducing automobile-dependence, emphasizing public transportation, controlling air quality, encouraging denser housing patterns, maintaining safe neighborhoods."

"A two-sentence regional vision! What are the two sentences?" I asked.

"First, everyone can always see Mt. Hood. Second, every child can walk alone to a library," Mike replied. "Which multi-billion dollar corporation wouldn't want to be part of a community like that?"

Which indeed? I thought.

What two sentences would describe the Baltimore region's vision?

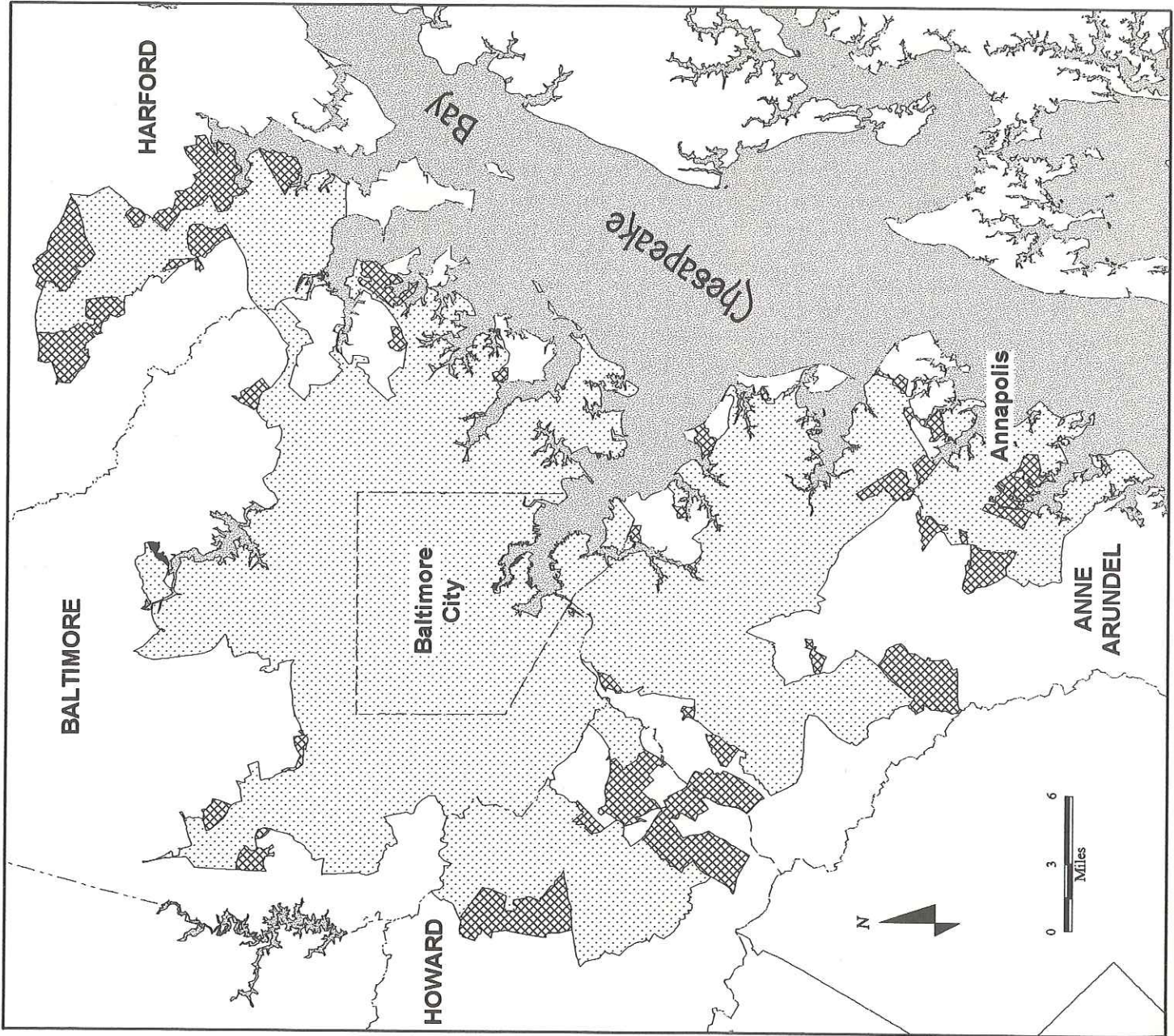
## FOOTNOTES

- <sup>1</sup> David Rusk is a former mayor of Albuquerque and New Mexico state legislator. He is author of *Cities Without Suburbs* and *Baltimore Unbound*, which was commissioned and published by The Abell Foundation. He has been invited to speak and consult on urban and suburban issues in over 70 metropolitan areas since 1993.
- <sup>2</sup> According to the U.S. Bureau of Census, an urbanized area is a central city (i.e. Baltimore City) and all reasonably contiguous suburbs which are developed at a density of at least 1,000 persons per square mile (about one house per acre). Unless otherwise indicated, all data are from various census reports, as analyzed by the author.
- <sup>3</sup> Information in this and the following paragraphs is taken from the Maryland Office of Planning, "The Potential For New Residential Development in Maryland; An Analysis of Residential Zoning Patterns." Annapolis, MD: 1995.
- <sup>4</sup> The U.S. Department of Transportation estimates that each registered vehicle in the United States is driven almost 12,000 miles per year. At 30 cents per mile, that amounts to \$3,600 per year, or \$7,200 for a typical, two-car family. In 1990 median family income in the Baltimore area was \$42,206. Automobile-related costs alone (excluding airplane trips, Amtrak, MARC, etc.) would amount to about 17 percent of the typical family's pre-tax income.
- <sup>5</sup> Information provided by the Maryland Department of the Environment.
- <sup>6</sup> U.S. Environmental Protection Agency, "Costs of Providing Governmental Services to Alternative Residential Patterns." Report prepared for the Chesapeake Bay Program's Subcommittee on Population and Growth, May 1993, as quoted in the U.S. Congress: Office of Technology Assessment. *The Technological Reshaping of Metropolitan America*. U.S. Government Printing Office: Washington, DC: September 1995: Table 8.2, p. 202.
- <sup>7</sup> David Rusk. *Baltimore Unbound*. The Abell Foundation: Johns Hopkins University Press; Baltimore, MD: October, 1995.
- <sup>8</sup> The Maryland Office of Planning is one of the nation's better state planning agencies and maintains a state-of-the-art Geographic Information System (GIS). If the Baltimore area is unable to bridge its city/suburb conflicts, the Maryland Office of Planning could well assume a more active land-use planning role. The fact that 17 state legislators now have districts that span city/county boundaries is beginning to create a new political dynamic in the Maryland General Assembly. However, for reasons why I believe that having a locally-accountable regional government like Portland Metro would be a more effective approach than vesting greater responsibilities in a state agency, see *Baltimore Unbound*, pp. 101-103.
- <sup>9</sup> The Maryland law is still one of only a dozen state




Footnotes continued on page 8



# Change in Urbanized Area, 1980-1990



## LEGEND

-  Urbanized area in both 1980 and 1990
-  Change from urbanized area in 1980 to non-urbanized area in 1990
-  Change from non-urbanized area in 1980 to urbanized area in 1990

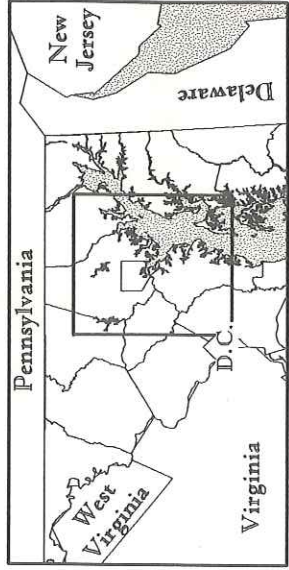
## Population Density in Urbanized Area (per square mile)

	1980	1990	% Change
Baltimore	3,356.6	3,189.7	-4.97
Annapolis	2,014.0	1,945.3	-3.41

Note: This map shows the Census Bureau designated urbanized areas for both Baltimore and Annapolis. Those parts of the seven-county region that are designated as being in the Washington, D.C. urbanized area are not shown.

DATA SOURCES: 1990 U.S. Bureau of the Census Tiger Files (1990 map); 1990 CPH-S-1-2 "1990 Census of Population and Housing Supplementary Reports Urbanized Areas of the United States and Puerto Rico", dated 12/93 (1990 data); 1980 Census of Population Supplementary Report PC80-S1-14, "Population and Land Area of Urbanized Areas for the United States and Puerto Rico: 1980 and 1970", dated 2/84 (1980 data and map).

Prepared by the  
**Metropolitan Area Program (MAP).**





**Arthur F. ("Pat") Keller, Director of Planning, Baltimore County, speaks to the issue of suburban sprawl, and sets out Baltimore County's guidelines:**

"Rural areas outside of sewer and water services should have as low a density as possible. For example, in Baltimore County, agricultural preservation areas are allowed one dwelling per 50 acres. This low density helps preserve agriculture and reduces demand for public service. The rural area of Baltimore County accounts for 66 percent of its 612 square miles.

"Those areas with adequate public facilities (sewer, water, roads, schools, parks) should generally have higher densities.

"We need to evaluate land uses and make sure that they are balanced within communities in order to provide a range of housing choices and prices. Much of the requested downzoning in Baltimore County is designed to balance the housing types and densities in mixed-use areas. When compared with other Maryland suburban jurisdictions, Baltimore County has the greatest number of census tracts with the highest population densities.

"The housing stock in the majority of the urban areas within Baltimore County is affordable. This can be verified by comparing average income and average housing costs throughout the region as well as in the county.

"Baltimore County is now shifting resources into Community Conservation Areas to stabilize and maintain mature communities. The county is planning for future growth, as well as managing existing development. Within older built-out communities, it is absolutely imperative to balance zoning densities and housing types, saturating some of these areas with the potential for even higher densities, though in-fill development would not be prudent.

"Within designated growth areas, Baltimore County is zoned for very high densities. Two of Baltimore County's Planned Unit Developments (May's Chapel North and Owings Mills New Town) were approved for 7,553 dwelling units of which only 106 were single family detached. In a study completed in May 1994, only 119 percent of the total number of dwelling units proposed for construction were single family detached. Additionally, the percent of rental housing units within Baltimore County is 33.9 percent, which is the third highest percentage in the region."

**John Bernstein, Director of the Valleys Planning Council, says that the Council is part of a group studying the possibility of "transferable development rights" and a "landscape preservation ordinance for rural areas." "Ideas such as these," he suggests, "while complex to execute may be the only way to preserve Maryland's countryside."**

"The Valleys Planning Council was founded in the early 1960's to protect historic agricultural lands and undeveloped areas in Baltimore County. The Plan for the Valleys, published at that time, was one of the first documents to suggest that large areas of land could be protected from "sprawl" development, that such development was far from optimal for Baltimore County, or any other jurisdiction, and that significant natural and historic resources could be protected from the unthinking march of development by careful planning.

"The Plan for the Valleys and other studies led, over the following decade, to the imposition of remarkably progressive "resource conservation" zoning by Baltimore County. One third of the County, or about 12,000 acres, is zoned for agricultural preservation, allowing only 1 house per 50 acres. In essence, this eliminates the possibility of traditional sprawl development in that area. Such strict control of land use is almost unknown elsewhere on the East Coast.

"The Valleys Planning Council remains actively interested in techniques for dealing with sprawl, however. For example, we are part of a group that is presently studying the possibility of a transferable development rights program in Baltimore County; such a program would allow development rights to be sold away from land to be preserved and used in more appropriate areas. Further, we are now considering the historic significance. In such areas, the location of any house or other improvement will be strictly controlled so as to create the least possible intrusion into the historic landscape. Ideas such as these, while complex to execute, may be the only way to preserve Maryland's countryside."



## Governor Glendening Sets Out the State's Agenda to Stop Sprawl

"If...trends continue, Maryland will lose half-a-million acres of farmland, and a quarter of a million acres of forests in the next 25 years. This type of growth is bad for the environment, for business, government, and children.

"To manage smart growth we must depend on teamwork and creativity. Local governments must play an important role.

"Modernizing and refurbishing existing infrastructure protects our farmlands, forests and watersheds. It is crucial for the preservation of the Chesapeake Bay. It sustains our agriculture.

"Our school construction program (for example) has found that upgrading older schools costs 54 percent less than building new ones. That is why 82 percent of our school construction budget now goes to modernizing older schools, almost twice as much as when I took office.

"Additionally, we have earmarked \$72-million in Maryland Department of Transportation funds for community conservation projects and have worked to implement the Job Creation Tax Credit that provides additional incentives for businesses to create jobs in targeted revitalization areas.

"Our efforts to focus on areas where growth makes the most sense will help create and maintain jobs in areas where they are most needed. They will provide communities where neighbors know each other and a sense of shared pride exists. Suburban sprawl too often takes this away.

"Bold steps now will ensure that we pass on a state that is healthy, productive, and safe for our children. We can no longer afford the environmental and financial costs of the inefficient growth patterns of the last quarter century."

### Footnotes continued from page 5

planning laws. Despite the compromises seen as necessary to secure the laws passage at the time which weakened the final law, environmental groups and good government interests who lobbied hard for its passage deserve substantial credit for what was achieved.

<sup>10</sup> It is a power that the LCDC has used aggressively. Its first chairman, L.B. Day, a Teamster's Union official, was appointed by Tom McCall, Oregon's revered Republican Governor. Declaring that "urban sprawling is a stinking cancer on the lush, green bosom of the Willamette Valley," Chairman Day enforced his view that, until local plans were in place, the state commission would block hurry-up subdivision development trying to evade the law's requirements — and the LCDC did just that!

<sup>11</sup> Maryland Office of Planning, "Managing Maryland's Growth: What You Need To Know about the Planning Act of 1992," Annapolis, MD; May, 1992: p. 4.

<sup>12</sup> *Ibid.*, p. 15.

<sup>13</sup> "1995 Report: Volume I: Recommendations and Report" of the Maryland Economic Growth, Resource Protection, and Planning Commission, p.6.

<sup>14</sup> Vancouver-Clark County, WA across the Columbia River and Yamhill County, OR comprise the final segments of the Portland Consolidated Metropolitan Area.

<sup>15</sup> In general, the density standards have been a minimum of 10 dwelling units per buildable acre within the city of Portland, and 6-8 dwelling units per buildable acre in suburban jurisdictions.

<sup>16</sup> Since 1977 the state of Maryland has spent a total of \$125 million to preserve 120,000 acres of farmland statewide. Once again, Maryland deserves credit for having any farmland conservation program at all; many states have none. However, the Portland region maintains a strong downtown core by controlling urban sprawl. Maryland seeks to offset the effects of urban sprawl on Baltimore City by building downtown sports stadiums.

<sup>17</sup> Hispanics (3.6 percent), Asians (3.7 percent), and American Indians (0.9 percent) raise the Portland area's total minority population to 11.3 percent, compared to the Baltimore region's 29.2 percent minority population.

<sup>18</sup> Commonly used by demographers, this "dissimilarity index" measures the degree of evenness or unevenness of the distribution of a minority population across all census tracts in a metropolitan area. On a scale of "0-100", a "0" would indicate a mathematically even distribution of the black population across all census tracts, a "100" would indicate total residential apartheid. The higher the score, the more segregated the region.

<sup>19</sup> The Portland area's cost-of-housing index was 96 percent of the national average in 1990 compared to the Baltimore area's 119 percent. During the 1990's the Portland area's relative housing cost has been rising, while the Baltimore region's relative housing cost has been falling.

<sup>20</sup> Both the Baltimore region and the Washington region are primary beneficiaries of Federal spending, receiving \$14 billion and \$52 billion, respectively in Fiscal Year 1993.

## ABELL SALUTES:

*continued from page 1*

"and love our neighbors as ourselves." With that credo, in 1986 Mr. Tibbels and his wife Susan sold their rancher in leafy-green Columbia, and with their two daughters, joining the Rev. Gornik, moved into one of the most distressed areas of the inner city.

Out of this extraordinary commitment, the development programs that define New Song have taken root in Sandtown, and are growing in reach and influence.

### Here are answered prayers:

\*Through **Habitat For Humanity** 60 homes have been rehabilitated, 15 more are in process; 27 new homes are being built and all are slated for completion by June of 1997.

\*In **The Learning Center**, the pre-school programs accommodate 24 three and four year old children; the "After Three (o'clock) Club" offers educational enrichment to 64 children, kindergarten through high school.

\***The Academy** provides a full-day middle school program for 19 children, along with a scholarship program, summer camp and parent education support.

\***The Family Health Services**, a cooperative arrangement with Mercy Medical Center, provides complete primary care for infants, children and adults and is expected to serve as many as 2,000 Sandtown residents in 1996-1997.

\***EDEN Jobs** is a job search and placement service for unemployed community residents. Its goal is to find jobs for 100 residents each year. It has made 160 job placements to date.

\***Sandtown Records** is a community arts and media development center. It supports a children's choir (which has recorded *Voices of Hope* and *Chatter With the Angels*) and provides concerts and celebrations for the neighborhood.

Abell Salutes "New Song Urban Ministries"— for providing energy, setting up hope, and delivering on its promise in Sandtown.