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Jerry Pesterfield  
Chair, Planning Advisory Board

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January 20, 2021

The Honorable Stuart Pittman, County Executive  
Anne Arundel County  
Arundel Center, P.O. Box 2700  
Annapolis, Maryland 21401

**RE: Planning Advisory Board Deliberation on draft Plan2040, the Anne Arundel County General Development Plan**

Dear County Executive Pittman:

Section 532 of the Anne Arundel County Charter has established the Planning Advisory Board (PAB). Section 532 (b) establishes that the PAB shall make advisory recommendations to the Planning and Zoning Officer and the County Council relating to various matters including the Master Plan.

The PAB met on December 9, 2020 where the Office of Planning and Zoning presented a briefing on the PAB Draft version of the Plan2040 General Development Plan. The briefing summarized Plan2040 in the following parts:

- Vision and Themes
- Goals, Policies and Strategies
- Implementation
- Planned Land Use
- Public comments revisions

At the end of the December 9 meeting, the PAB opened the record for acceptance of public testimony that extended through January 6, 2021. A public hearing was held on January 6, 2021 during which 30 people provided oral testimony. In addition, 276 pieces of written testimony were submitted to the PAB.

The PAB held a public meeting on January 13, 2021 to deliberate about oral and written testimony that had been received during the open comment period. During the meeting, OPZ staff presented a summary of the testimony and recommended revisions to Plan2040. The PAB members discussed the public testimony and potential changes to Plan2040. There were several topics that were discussed in detail, but where no formal recommendations were made. They are summarized as follows:

### **Discussion Topics**

1. Tier II Septic / Sewer Connection - The PAB had a long discussion about reducing the number of new septic tanks that are approved, specifically in Growth Tier II. The Board expressed that while there is new legislation to convert septic tanks to public sewer, our current and proposed policies are not enough to reduce the total number of septic tanks in the County. The Board suggested that the required distance to connect to a public sewer line should be increased from 50 feet to upward of 1,000 feet to significantly reduce the amount of septic tanks in Growth Tier II.
2. Sea Level Rise - The PAB had a robust discussion of sea level rise that addressed multiple topics, including flood risk, land use, infrastructure, and capital programming. The Board asserted their interest in maintaining updated maps, data, and other tools to project and assess the impacts of climate change. Further, the Board expressed strong support for Countywide efforts to mitigate the effects of climate change.
3. Order of Region Plans - There was a notable amount of both written and oral testimony about the MD 3 corridor. On one hand, the PAB heard from stakeholders that they strongly oppose further development in this corridor. On the other hand, property owners who applied for changes to their planned land use oppose putting off land use decisions to the region plans. The MD 3 corridor mainly falls within Region 5 but the east side of the northern portion of MD 3 falls into Region 6. In both of the recommendations for region plan order contained on page 68 of Volume I of the PAB draft Plan2040, Region 5 is recommended to commence October 2022 and Region 6 is recommended to commence April 2024. The PAB discussed the MD 3 corridor starting May 2021.

The PAB voted unanimously 7-0 to accept the proposed staff revisions to Plan2040 (see attachment) and to provide the following recommendations for additional changes to Plan2040 to support adoption of the Plan.

### **PAB Recommendations for Changes to Plan2040**

1. Develop a coordinated Countywide program to promote development, improvement, and preservation of affordable housing and supporting services. Additionally, amend Plan2040 strategy BE12.1.h. as follows:

~~“Implement Evaluate alternative forms of inclusionary housing programs that can be adopted and incorporated into the County’s development codes, such as a moderately-priced dwelling unit program.”~~

2. Expand and support the use of Electric Vehicles (EV) and other renewable energy technologies. A proactive approach should include increasing the number of County-sponsored charging stations and adopting changes to County Code, as needed, to support electrical vehicle charging infrastructure and renewable energy systems in commercial and residential development and redevelopment projects.
3. Amend the boundary of proposed land use change SR-22 to remove the property located at 7966 Solley Road (Tax Map 10, Parcel 5190). This would convert approximately 3.55 acres of land from a planned land use of Low-Medium Density Residential to Commercial. The 2009 land use of the property is commercial.
4. Change the planned land use for PABR-01 from Residential Low Density to Industrial for three parcels totaling approximately 5.325 acres south of Ember Drive in Pasadena. The parcels are more particularly described as follows:
  - a. Approximately 1.095 acres shown on Tax Map 16 as Parcel 420 on the south side of Ember Drive in Pasadena (with no street address)
  - b. Approximately 3.230 acres shown on Tax Map 16 as Parcel 504 at 217 Ember Drive in Pasadena
  - c. Approximately 1.000 acres shown on Tax Map 16 as Parcel 850 at 211 Ember Drive in Pasadena

The PAB appreciates the opportunity to provide you with its recommendations on Plan2040. The PAB looks forward to its continued involvement in implementation of Plan2040.

If there are any questions regarding these comments, please contact Cindy Carrier or Don Zeigler in the Office of Planning and Zoning at [pzcarr20@aacounty.org](mailto:pzcarr20@aacounty.org) or [pzzeig89@aacounty.org](mailto:pzzeig89@aacounty.org).

Sincerely,



Jerry L. Pesterfield  
Chair

Attachments: Staff Recommended Changes to PAB Review Draft Plan2040

cc: Matt Power, Chief Administrative Officer  
Lori Rhodes, Deputy Chief Administrative Officer for Land Use  
Steve Kaii-Ziegler, Planning and Zoning Officer, OPZ  
Christina Pompa, Deputy Planning and Zoning Officer, Planning Division, OPZ  
Cindy Carrier, Planning Administrator, Long Range Planning Section, OPZ  
Don Zeigler, Planning Board Administrator, Long Range Planning Section, OPZ  
Joseph G. Mayer II, Vice Chair, Planning Advisory Board

Kendrick Faison, Planning Advisory Board Member  
Gustav S. Kurtz, Jr, Planning Advisory Board Member  
Gloria Dent, Planning Advisory Board Member  
Melanie Hartwig-Davis, Planning Advisory Board Member  
Calvin Wilson, Planning Advisor Board Member  
Laura Corby, Administrative Officer, Anne Arundel County Council

**Attachment**  
**Office of Planning and Zoning Recommended Changes to**  
**PAB Review Draft Plan2040**

Page	Revision
<b>Volume I</b>	
16, Vol I	Revise text as follows: <u>"In accordance with the State's Land Use Article, policies and implementation actions are required to be consistent with or have consistency with Plan2040. These actions will further the implementation of Plan2040 and not be inconsistent with it. Subsequent policies, plans, programs and other implementation mechanisms should be consistent with Plan2040."</u>
44, Vol I	Revise text as follows: Tier I Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), <del>or and</del> Areas <del>in</del> <b>within</b> a designated Targeted Development, Redevelopment, <del>and or</del> Revitalization Area (Growth Areas).  <u>Tier IA Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), and Areas located <b>outside</b> of a designated Targeted Development, Redevelopment, or Revitalization Area (Growth Areas).</u>  Tier II Areas planned to be served by public systems (Planned or Future Sewer Service Category in the Water and Sewer Master Plan), <del>or and</del> Areas <del>in</del> <b>within</b> a designated Targeted Development, Redevelopment, <del>and or</del> Revitalization Area (Growth Areas).  <u>Tier IIA Areas planned to be served by public systems (Planned or Future Sewer Service Category in the Water and Sewer Master Plan), and Areas located <b>outside</b> of a designated Targeted Development, Redevelopment, or Revitalization Area (Growth Areas).</u>
45, Vol I	Update Growth Tiers Map to illustrate boundaries of Tier IA and Tier IIA areas.
61, Vol I	Add following text to list of Opportunities in Healthy Economy chapter "Continued development of maritime industry"
<b>Volume II</b>	
92, Vol II	Revise text as follows: In addition, the County will continue to analyze <u>and refine</u> planned land use <u>during the Region Plan process</u> for a reduction in <del>built density</del> <u>buildout densities</u> <del>during the Region Plan process that follows</del> <u>will follow the adoption of Plan2040</u> , review the flow projection tool which uses highly conservative flow

	<u>factors and evaluate potential adjustments that would more accurately reflect actual flows, and evaluate additional alternatives for reducing flows.</u>
121, Vol II	<p>Revise text as follows:</p> <p>Tier I Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), <del>or and</del> Areas <del>in</del> <b>within</b> a designated Targeted Development, Redevelopment, <del>and or</del> Revitalization Area (Growth Areas).</p> <p><u>Tier IA Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), and Areas located <b>outside</b> of a designated Targeted Development, Redevelopment, or Revitalization Area (Growth Areas).</u></p> <p>Tier II Areas planned to be served by public systems (Planned or Future Sewer Service Category in the Water and Sewer Master Plan), <del>or and</del> Areas <del>in</del> <b>within</b> a designated Targeted Development, Redevelopment, <del>and or</del> Revitalization Area (Growth Areas).</p> <p><u>Tier IIA Areas planned to be served by public systems (Planned or Future Sewer Service Category in the Water and Sewer Master Plan), and Areas located <b>outside</b> of a designated Targeted Development, Redevelopment, or Revitalization Area (Growth Areas).</u></p>
122, Vol II	Update Growth Tiers Map to illustrate boundaries of Tier IA and Tier IIA areas.
148, Vol. II	<p>Add map of Chesapeake Bay Crossing Study Corridor Alternatives Retained for Analysis and following text:</p> <p><u>The preliminary alternatives under consideration for the Bay Crossing include Alternative 6 in the vicinity of Mountain Road in Pasadena, Alternative 7 near the existing US 50 alignment, and Alternative 8 extending through the Mayo peninsula.</u></p>
150, Vol II	<p>Add maps of proposed MAGLEV and DC-Baltimore Loop routes and the following text:</p> <p><u>Evolving Transportation Technologies</u></p> <p><u>Evolving transportation technologies are currently being explored within the Northeast Region and the Baltimore-Washington corridor that could affect the County. Many unanswered questions remain about these technologies including their alignment, viability and impacts to communities, the environment and County resources. The County strongly believes that any State participation must be justified relative to other priorities already established in the County and Region, such as improvement and expansion of the MARC train system which already serves thousands of County residents and has the potential to serve many more. The County will continue to closely monitor these emerging technologies and their implementation. The high-speed superconducting magnetic levitation (SCMAGLEV) system, uses powerful magnets to levitate in a unique concrete guideway. The Federal Railroad Administration and MDOT are preparing an</u></p>

	<p>Environmental Impact Statement to evaluate potential impacts of several possible routes for the high speed train. <u>One such route includes an intermediate stop at BWI Airport. The most current information regarding the SCMAGLEV can be found at <a href="https://www.bwmaglev.info/">https://www.bwmaglev.info/</a>.</u></p> <p>A high-speed underground public transportation system in which passengers are transported in autonomous electric vehicles (AEVs) traveling at speeds of up to 150 miles per hour are Loop tunnels. The privately funded Washington D.C. to Baltimore Loop Project, which would construct a 35-mile set of parallel underground tunnels, (one in each direction), is intended to transport passengers in high-speed, autonomous, battery-powered electric vehicles. The MDOT SHA, acting as the state agency project sponsor, has facilitated an environmental review of the proposed project in coordination with the Federal Highway Administration. <u>The most current information regarding the Washington D. C. to Baltimore Loop can be found at <a href="https://www.dcbaltimoreloop.com/">https://www.dcbaltimoreloop.com/</a>.</u></p>
216, Vol II	<p>After first paragraph under Maritime Industry subheading, add the following text:</p> <p><u>The maritime industry has grown significantly in recent decades. The number of marinas has increased from 57 in 1980 to 303 in 2018. The number of marina boat slips has increased from 1,767 to 12,035 in the same time period. AAEDC is currently preparing a study of the economic impact of the maritime industry. Preliminary findings of the study indicate that the maritime industry supports approximately 7,300 jobs, \$365 million in wages, and \$16 million in tax revenues.</u></p>