

Anne Arundel County Plan2040 Final Draft 2/1/21
Revisions Made Since 12/9/2020 PAB Draft Plan2040

#	Issue / Comment Addressed	Page	Revision to Plan2040 document
VOLUME I			
1	Edit Cover: date, Final Draft, Volume I (roman numeral). Add County Seal	Cover	Plan2040 Volume I: Anne Arundel County General Development Plan Final Draft, February 1, 2021
2	Add letter from County Executive	5	Add letter from County Executive
3	Strengthen language on role of the GDP	16	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>
4	Update Challenges Section	23	Revise text as follows: The 2018-2020 State of the Bay report gives an overall grade of D+.
5	Performance measure for NE3.1.i not accurate to strategy	77	Change performance measure for NE3.1.i as follows: <u>Number of easements established and number of acres conserved. Status of evaluation and implementation of program</u>
6	Expand definition of Public Use land use category to include government reuse facilities.	42	Amend definition of Public Use: County, State and Federal Government-owned facilities <u>and government reuse facilities</u> not designated as Conservation, Open Space or Transit.
7	Update statistics on Planned Land Use Categories, acres and percent of County. Include rows for City of Annapolis and Rights of Way	42	Update statistics on Planned Land Use Categories, acres and percent of County.
8	Update Planned Land Use Map - classification of rights of way, reconciliation with updated version of parcels geometry	43	Update Planned Land Use Map - classification of rights of way, reconciliation with updated version of parcels geometry
9	Growth Tiers - Map and Definition. Update to include Tiers IA and IIA	44, 45	Tier I Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), or and Areas <u>in within</u> a designated Targeted Development, Redevelopment, and or 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 outside 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), or and Areas <u>in within</u> a designated Targeted Development, Redevelopment, and or 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 outside of a designated Targeted Development, Redevelopment, or Revitalization Area (Growth Areas).</u>
10	Correct mis-spelling in Growth Tier IV definition	44	Edit Growth Tier IV under the governing criteria, second bullet, delete the "s" on "conservations" in the fourth line.
11	Climate Change and Sea Level Rise - Add sea level rise map and text listing the climate related goals, policies and strategies in Volume I.	46-47	Add sea level rise map and text providing context and identifying which goals, policies, and strategies address climate change and sea level rise.
12	More clearly identify where/how Plan2040 addresses affordable housing.	50	Amend text as follows: The need for affordable housing and workforce housing, including for younger populations, low-income families, professionals and seniors was an issue consistently heard during the Plan2040 public outreach process. <u>Goals BE11 and BE12 present a coordinated approach to support affordable housing that aligns with the Consolidated Plan prepared by Arundel Community Development Services. An analysis of housing needs in the County is presented in the Housing Element of Volume II of Plan2040. The State's Land Use Code requires that a housing element be included in the comprehensive plan and address the need for affordable housing within the County including workforce housing and low-income housing.</u> Add to blue text box. <u>Plan2040 incorporates and supports the Consolidated Plan: FY 2021-FY 2025. See Volume II of Plan2040 and the County's Consolidated Plan for more details on strategies to address affordable housing and homelessness. For more information on the need for affordable housing in Anne Arundel County please see Volume II of Plan2040 and the County's Consolidated Plan for housing.</u>
13	Adjust color changes and font to improve legibility of text under Affordable Housing section	50	Bold Titles of "Area Median Income," "Affordable," "Low-Income Housing," "Communities of Opportunities," and "Workforce Housing." Add "Housing" after "Affordable" and add " <u>means</u> " housing costs under definition of Affordable Housing. Change color of text under Affordable Housing title to white.

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14	Add reference to maritime industry in Opportunities list	61	Add " <u>Continued development of maritime industry</u> " under Opportunities list
15	Policy BE1.3, responsible departments, timeframe, and performance measures missing for strategies.	88	BE1.3.a. Lead: OPZ, Support AACPS, DPW, Timeframe: Short Term, Measure: Status of study BE1.3.b. Lead: OPZ, Support AACPS, DPW, Timeframe: Short Term, Measure: Status of study BE1.3.c. Lead: OPZ, Support AACPS, DPW, Timeframe: Short Term, Measure: Status of impact fee update BE1.3.d. Lead: OPZ, Support AACPS, DPW, Timeframe: Short Term, Measure: Status of program update BE1.3.e. Lead: OPZ, Support AACPS, DPW, Timeframe: Short Term, Measure: Status of code update
16	Strengthen language of strategy BE12.1.h.	102	Revise 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. Change Performance Measure as follows: Completion of evaluation and Status of potential County code updates.
17	Timeframe for BE16.2.f not accurate to strategy	114	Change time frame for BE16.2.f to " <u>Long Term Ongoing</u> "
18	Strengthen Plan2040 policy on electric vehicles and renewable energy for residential and commercial development projects.	114	Revise text as follows: BE16.2.g. Partner with public and private entities to make investments to increase the number of electric vehicle charging stations in the County Lead: OOT, Support DPW, Timeframe: Short-term, Performance Measures: Number of EV charging stations in the County. BE16.2.h. Adopt changes to County Code, as needed, to support electrical vehicle charging stations and renewable energy systems in commercial and residential development and redevelopment projects. Lead: I&P, Support: OOT, OPZ, Timeframe: Short-term, Performance Measures: Status of Code updates
19	Strengthen Plan2040 policy on affordable housing	102	Consider adding the following strategies: BE12.1.k Establish an interagency workgroup to coordinate a comprehensive approach to policies and programs related to affordable housing Lead: ACDS, Support: OPZ, I&P, OOT, Timeframe: Short-term, Performance Measures: Activity of workgroup
Volume II			
1	Edit Cover: date, Final Draft. Add County Seal	cover	Final Draft, February 1, 2021
2	Update Phase 3: Adoption	39	Phase 3: Adoption: Revise the last sentence as follows: <u>Following the public hearing, the Planning Advisory Board deliberated and made recommendations.</u> The Plan was introduced to the County Council on February 1st, 2021 followed by public hearings in <u>March and April of 2021</u> and adoption in <u>May 2021</u> .
3	Delete the word proposed	64	First paragraph, 4th sentence, revise as follows: With this update to the GDP, the County has proposed to increase <u>is increasing</u> the area within the PPA.
4	Expand discussion of sewer capacity analysis	92	Revise first sentence on page 92 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 built density buildout densities <u>during the Region Plan process that follows will follow the adoption of Plan2040, review the flow projection tool which uses highly conservative flow factors and evaluate potential adjustments that would more accurately reflect actual flows, and evaluate additional alternatives for reducing flows.</u>
5	Revise sentence to clarify PAB process	115	Second column, first paragraph, last sentence, revise as follows: The Planning Advisory Board's recommended recommendations for changes to the Land Use Plan was were taken into consideration and a proposed final land use plan Land Use Plan was forwarded to the County Council for approval adoption.
6	Expand definition of Public Use land use category to include government reuse facilities.	116	Change in Table 17: Permitted / Anticipated Uses to "Public Use: County, State and Federal Government-owned facilities and government reuse facilities not designated as Conservation, Open Space or Transit.
7	Remove word "Proposed"	116	In Table 17, Plan2040 Planned Land Use Designations, remove the word "Proposed" in the first column header.
8	Add to D. Planned Land Use Applications to distinguish this as the official land use application period	118	Section C, second sentence, change as follows: Staff is recommending 54 56 of these types of changes that consist of a total of 487 1,048 acres. There are also staff recommended changes that are more comprehensive in nature that reflect changes to land use to better align with the Development Policy Areas. Staff is recommending 12 8 of these changes that total 1,031 164 acres. The County received 189 land use change applications <u>during an open application period between October 18, 2019 and November 15, 2019</u> from individual property owners. Seven applications were withdrawn and 182 applications were evaluated. A summary of the changes are shown in Table 19. <u>Twenty-three additional land use change requests were also considered during the public online open house, four applications were considered during the public review of the preliminary draft Plan2040 and two were considered during the Planning Advisory Board review.</u>

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9	Update Planned Land Use Map - Figure 18. - classification of rights of way, reconciliation with updated version of parcels geometry	119	Update Planned Land Use Map - Figure 18, - classification of rights of way, reconciliation with updated version of parcels geometry
10	Growth Tiers - Definition. Update to include Tiers IA and IIA	121, 122	Tier I Areas served by public systems (Existing Sewer Service Category in the Water and Sewer Master Plan), or and Areas <u>in within</u> a designated Targeted Development, Redevelopment, and 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 outside of a designated Targeted Development, Redevelopment, and 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), or and Areas <u>in within</u> a designated Targeted Development, Redevelopment, and 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 outside of a designated Targeted Development, Redevelopment, and Revitalization Area (Growth Areas).</u>
11	Growth Tiers - Map. Update to include Tiers IA and IIA	122	update Growth Tiers map to reflect Tiers IA and IIA
12	Provide additional language regarding the Chesapeake Bay Bridge study; add map from Crossing Study showing the three main alternatives.	148	Add pdf of CARA map from Bay Crossing Study NEPA (https://www.baycrossingstudy.com/nepa-process/alternatives-screening) with the following caption: <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. Source: www.baycrossingstudy.com/nepa-process/alternatives-screening.</u>
13	Summarize analysis of Bay Crossing NEPA study	148	After "All three corridors are located in Anne Arundel County and are the only corridors that sufficiently meet the study's purpose and need." add the following: <u>Analysis of the three corridors found the following:</u> <u>Corridor 6</u> • <u>Reduces the duration of unacceptable Levels of Service (LOS) at the existing Bay Bridge on summer weekends but not on non-summer weekdays.</u> • <u>Relieves congestion at the existing Bay Bridge on summer weekends but not on non-summer weekdays.</u> • <u>Reduces backups at the existing Bay Bridge on summer weekends and non-summer weekdays.</u> • <u>Provides a more efficient diversion route than Corridor 5 and Corridor 9, but not as efficient as Corridor 7.</u> • <u>Less compatible with existing land-use patterns, resulting in greater potential for indirect effects.</u> <u>Corridor 7</u> • <u>Best reduces the duration of unacceptable LOS on summer weekends and non-summer weekdays.</u> • <u>Best relieves congestion at the existing Bay Bridge compared to all other corridors on both non-summer weekdays and summer weekends.</u> • <u>Reduces backups at the existing Bay Bridge on summer weekends and non-summer weekdays.</u> • <u>Provides the best diversion route, requiring less additional travel time for diversion from the Bay Bridge compared to Corridor 5, Corridor 6, Corridor 8 and Corridor 9.</u> • <u>More compatible with existing land-use patterns, resulting in fewer indirect effects.</u> <u>Corridor 8</u> • <u>Reduces the duration of unacceptable LOS at the existing Bay Bridge on summer weekends but not on non-summer weekdays.</u> • <u>Relieves congestion at the existing Bay Bridge on both non-summer weekdays and summer weekends.</u> • <u>Reduces backups at the existing Bay Bridge on summer weekends and non-summer weekdays.</u> • <u>Provides a more desirable diversion route than Corridor 5 and Corridor 9, but not as efficient as Corridor 7.</u> • <u>Less compatible with existing land-use patterns, resulting in greater potential for indirect effects.</u> Move the sentence beginning with "The three CARA and the No-Build Alternative..." to the next paragraph and add the following: Following the Tier 1 study, a

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14	Add language regarding hyperloop and MAGLEV as a "Evolving Technologies" subheading at end of Transit section; referencing content from Move Anne Arundell (page 58)	150	Add the following: Two long term efforts are underway to expand rapid transit options between Baltimore and Washington, DC. <u>Evolving Transportation Technologies</u> <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.</u> <u>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 Environmental Impact Statement to evaluate potential impacts of several possible routes for the high speed train. One such route includes an intermediate stop at BWI Airport. The most current information regarding the SCMAGLEV can be found at https://www.bwmaglev.info/.</u> 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. Hyperloop is an ultra-high-speed public transportation system in which passengers would be transported in autonomous electric pods traveling at 600+ miles per hour in a pressurized cabin. 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. The most current information regarding the Washington D.C. to Baltimore Loop can be found at https://www.dcbaltimoreloop.com/.
15	Add map of Hyperloop proposed route	around 150	Add pdf of Hyperloop route: https://drive.google.com/open?id=1HvtxsJnOeGbCaymamJloxBXXM16R1KV&authuser=pzhugh77%40aaccounty.org&usp=drive_fs with the following caption: "Image showing Alternatives J and J1 under analysis for potential SCMAGLEV routing. Source: Final Alternatives Report, Baltimore-Washington Superconducting MAGLEV Project, November 2018"
16	Add map of MAGLEV proposed route and Hyperloop map	around 150	Add pdf of MAGLEV route using latest Build Alternatives Geographic Context Map, January 2020. Add Hyperloop Map with the following caption: <u>Location map of the proposed Hyperloop. Source: Washington, D.C. to Baltimore Loop Project Environmental Assessment (Draft), April 2019</u>
17	Update Transportation Functional Classification Map	153	Update Transportation Functional Classification Map
18	Add text referencing changes to the functional classification (page 154 at end of section on Functional Classification Map)	157	Change the last sentence in the first paragraph of the "Functional Classification Map" section to the following: <u>The Functional Classification Map (Figure 26) was amended into the 2009 GDP by the County Council in May 2015. It has been updated for Plan2040 as shown in Figure 26. A full list of updates is in the Appendix.</u>
19	Add text stating that changes to land use for Plan2040 did not result in large overall impacts to the County's network (page 155 in last paragraph of "Land Use-Transportation connection")	158	At the beginning of the paragraph starting with 'Plan2040 integrates land use and transportation policies that...' add the following: <u>An analysis of the changes made to the land use in Plan2040 did not indicate a significant impact to the County's network.</u>
20	Revise Map 27. 100- & 500-Year Flood Risk	166	Change colors on the Flood Risk Map - difficult to see blue with the gray; update title to "Sea Level Rise"
21	Add statistics on maritime industry	216	After first paragraph under Maritime Industry subheading add <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>
22	Add subheadings to clarify transition in topic	216	Before paragraph beginning with "The cyber and defense industries" add subheading <u>"Economic Challenges and Future Needs"</u>

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23	Correct definition	247	Revise as follows: Budget: five-year <u>six-year</u> Capital Improvement Program or Plan (CIP): An annually revised document that guides the City's plan of the County to receive and expend funds for investments in public facilities and infrastructure during a five-year time horizon during the fiscal year covered by the capital budget and the next succeeding five fiscal years thereafter. Growth Management: remove the apostrophe Low-stress: remove apostrophes at the beginning and the end of the definition.
24	Distinguish Appendix as referenced in text		Add "Appendix:" to the title of the Glossary, Land Use Changes, and Functional Classification Changes
25	Update justifications for various LUCAs	266 - 287	Update justifications for the following LUCAs: LUCAs 45 and 53: During the development of this site, any sensitive areas will be evaluated and protected with a conservation easement. LUCA 47: The requested change to Low-Medium Density Residential land use is not consistent with the <u>property's existing use, zoning, or the</u> Neighborhood Preservation Policy Area, nor is it compatible with the surrounding planned land use. LUCA 70: The requested change to High-Density Medium Density Residential land use is not consistent with the Neighborhood Preservation Policy Area nor consistent with the existing zoning. LUCA-91 - justification not the same as data sheet; revise as follows: retain 2009 LU / defer to Region Plans <u>The requested change to Commercial land use would be an expansion of this use in the Neighborhood Preservation Policy Area. It is recommended that expansion of Commercial use in this Neighborhood Preservation Policy Area be discussed during the Region Planning process with input from the community stakeholders.</u> LUCA-133 justification not the same as data sheet; revise as follows: reconciliation <u>This is not a change in land use but a reconciliation between the existing parcel boundaries and the existing commercial planned land use boundaries, consistent with the site's existing zoning and removal of Utility/Transportation as a planned land use; and compatible with the surrounding planned land uses along the Route 2 corridor.</u> LUCA 162: The requested change to Maritime is not consistent with the <u>property's existing use or current zoning, and is not compatible with the</u> surrounding planned land use, the Plan2040 Peninsula Policy Area or Resource Sensitive Policy Area due to the Critical Area Resource Conservation Area designation. LUCA 163: The requested change to Industrial land use is not consistent with the Plan2040 Peninsula Policy Area, and is not compatible with the surrounding Low Density Residential planned land use. In addition, an Industrial use would not be consistent with the property's existing use or with current R1 zoning. LUCA 172: The requested change to Commercial for Parcel 353 is consistent with the existing zoning and development application that is currently under consideration. The requested change to Commercial for Parcel 357 is not consistent with the existing development plan that is under consideration with Parcel 353 however, use of the property or the RLD zoning, therefore, staff recommends retaining the Rural Land Use designation for this parcel to reflect the RLD zoning. Further evaluation of Parcel 357 should be considered during the Region Plan process when a more comprehensive land use plan is developed
26	Clarify SR10, SR50, SR65	279, 283, 285	Delete text for all three and replace with "Withdrawn by staff"
27	SR39 - Delete repetitive language "it is compatible with"	282	SR39 - Delete repetitive language "it is compatible with"
28	Add information on two new properties where land use change has been requested.	287	Add PABR-1 (Planning Advisory Board Review-1) and PABR-2
29	Update list of all property specific land use changes with PAB recommendations.	268-287	Add in PAB recommendations for all LUCAs, OOHs, PDRs, PABRs
30	Update Final Recommendation; Revise Mixed Use, remove hyphens; unbold recommended land use.	268-287	Add Final Recommendation for all LUCAs, OOHs, PDRs, PABRs For the LUCAs - Add hyphen in "Mixed-Use" throughout; LUCA-53 - remove hyphen from Low-Density
31	Add appendix table of Functional Classification changes.	288	Add table of Functional Classification changes