

Amendment 108 to Council Bill No. 28 -2023

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Legislative Day 11

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Amendment No. 108

(This Amendment makes the following changes to HoCo by Design Chapters 4 and 11:

Chapter 4: County in Motion - Adds a new section Future of the Transportation System which provides details for implementing enhancements for Baltimore/Washington International Airport;
- Adds a new Policy Statement and Implementing Actions as CIM-10 which considers ways to reduce the impacts of noise and air pollution generated by air travel and ensure that future residential development addresses those evolving conditions;

Chapter 11: Implementation - Adds a new Policy Statement and Implementing Actions as CIM-10 which considers ways to reduce the impacts of noise and air pollution generated by air travel and ensure that future residential development addresses those evolving conditions.)

1 In the *HoCo By Design* General Plan, attached to this Act as Exhibit A, add the following pages
2 as indicated in this Amendment:

- 3 • Chapter 4: County in Motion, insert page 32.1, 32.2, and 32.3.
4 • Chapter 11: Implementation, insert page 27.1.

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6 Correct all page numbers, numbering, and formatting within this Act to accommodate this
7 amendment.

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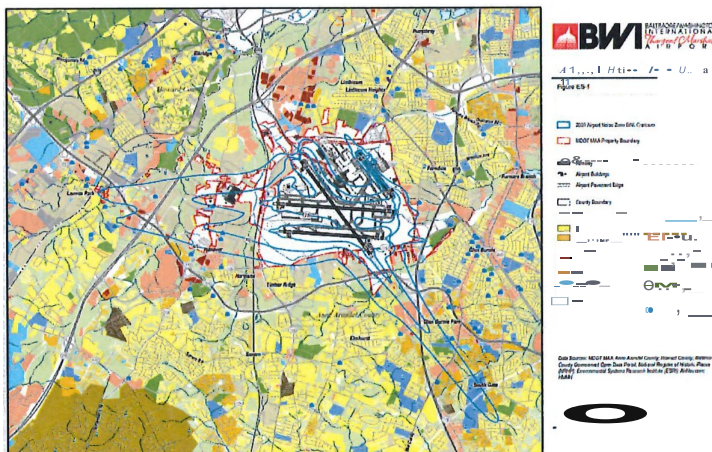
Future of the Transportation System

Baltimore/Washington International Airport Flight Paths

Noise associated with air traffic to and from Baltimore/Washington International (BWI) Thurgood Marshall Airport was recognized as far back as the 1982 General Plan, which described an objective "to ensure that general aviation activity does not produce excessive noise in residential areas." Three years after the adoption of PlanHoward 2030, the Federal Aviation Administration (FAA) implemented NextGen, creating an airspace in which planes are flying lower and longer over residential areas resulting in more noise impacts to residents in Howard County than ever before. Hundreds of thousands of noise complaints have been filed with the Maryland Aviation Administration (MAA) by residents impacted by these flight path changes.

To date, the MAA officially recognizes an Airport Noise Zones (ANZ) that was created "to control the incompatible land development around BWI Airport and develop a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport." In order to develop residences or community facilities (such as churches, libraries, schools, and hospitals) in the ANZ, the Board of Airport Zoning Appeals (BAZA) must be petitioned and the proposals must meet specific noise reduction standards.

The first ANZ and NAP for BWI were adopted in 1976 and were most recently updated in



2020. In the 2020 update, the MAA expanded the ANZ by approximately 23%, due to various operational details, including changes in flight paths and the aircraft fleet mix. The 2015 adoption of the FAA's NextGen system contributed to many of these operational changes. The ANZ changes have had a significant impact on Anne Arundel County and abutting the Howard County border.

*Source: MOOT MAA Airport Noise Zone Update, December 2020

To address the noise from BWI Airport, the BWI Roundtable was formed in 2017. It includes representatives from Howard and Anne Arundel Counties appointed by State and Local government representatives. The Roundtable called for changes to the operational procedures and flight patterns to lessen the airplane noise disturbances. These changes are anticipated to go into effect in the spring/summer of 2024.

Another concern expressed by residents pertains to the air pollution that may be caused by airplane particulate matter. Airplane exhaust, like car exhaust, contains a variety of pollutants, such as sulfur dioxide and nitrogen oxides. The County should work with State and Federal partners to mitigate any impact of the particulate matter on the air quality of Howard County communities within the flight paths.

While proximity to BWI serves as an economic generator for the movement of goods and provides many benefits to County residents and businesses who desire convenient access to commercial air travel, such proximity is not without its drawbacks. The County should continue to monitor BWI's flight patterns and the health impacts of aircraft noise and particulate matter on residents. The County should also advocate and participate in discussions with the FAA around mitigation of impacts associated with BWI flight paths. Development within Howard County that falls within the ANZ or directly under Next Gen flight paths should utilize best practices in building standards for attenuating noise. This is particularly important given recent studies on the impact of airport noise conducted at the request of the Maryland General Assembly, and FAA's consideration of changes to noise measurement policies to that more accurately reflect the true impact of noise on residents near airports.

CIM-10 Policy Statement: Pursue ways to reduce the impacts of noise and air pollution generated by air travel and ensure that future residential development addresses these evolving conditions.

1. Continue participating in the BWI Roundtable to track the proposed technical changes requested by the BWI Roundtable and agreed to by the FAA.
2. Continue to encourage the MAA and FAA through County participation in the BWI Roundtable to identify and develop additional and necessary changes to NextGen that reduce airplane noise disturbances.
3. Continue to advocate for State and Federal Policies to help communities monitor the airplane particulate matter in communities within state or federally defined zones associated with BWI flight paths (existing height and noise). Develop environmental policy strategies to mitigate the impacts of particulate matter.
4. Research national trends and implement requirements for innovative building designs that reduce airplane noise in areas highly impacted by BWI operations.
5. Partner with the State of Maryland to implement policies and programs that will reduce and/or minimize impacts on the most highly impacted residents and on future developments. Continue to participate in all future updates to the ANZ and NAP updates.

CIM-32.3 Chapter 4: County In Motion

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IMP 27.1 Chapter 11: Implementation