To: Steve Ball, Director of Planning
BallSt@charlescountymd.gov

Dear Mr. Ball:

I would like to be on the record in support of conservation in the large area around the airport in Bryans Road. The objectives of the airport land-use study would be satisfied, and millions in taxpayer dollars saved, only if the study recommends conservation.

I do not support public-subsidized infrastructure like sewer lines and road widening to industrialize around the airport. The "tech-park" market-study finds the area is uncompetitive with areas already having infrastructure. The airport market-study finds airport will never be a "driver" of development. Taxpayers have already lost millions on the failed tech-park. More tax dollars need not be given away to builders / developers, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists. The crushing tax burden to the people of Charles County is already the highest in the state, and the total of taxes and not-a-tax "fees" and add-on taxes put Charles County, Maryland in the top 5 for total taxes. Enough!

The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations. I do not support the continual subsidizing of the wealthy and politically connected at the expense of everyone and everything else.

Sincerely,

Stephen J. Carr

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The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations.

Sincerely,

James E. Simmons Sr.
4322 Kathy's Lane
White Plains, MD. 20695
301-934-9555

Sent from my iPad

I am very concerned about the impact this development will have on the mattawoman watershed and how this is going to impact the Indian head trail. Do not allow development tha effects these two items.

Frank Curry
Waldorf Md

Sent from Molto for iPad

To: Steve Ball, Director of Planning
BallSt@charlescountymd.gov

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Sincerely,

Stephen J. Carr

Mr. Ball,

I attended the public input meeting at Indian Head and I would like to opine that the plan to clear forest near the airport for more buildings and the consequent adding of sewage pipes to the area is not in the best interest of most county residents. The Mattawoman creek is already in danger from existing development and to remove more filtering vegetation from the watershed would be disastrous. The creek is a valuable asset of Charles county and it brings in tourists from outside as does the rail trail and to enlarge the airport so close to the creek will ruin it for me. I think it would be better to develop Indian Head and leave Bryans Road a village.

Dennis Murphy
resident of Bryans Road

Dear Mr. Ball:

I would like to be on the record in support of conservation in the large area around the airport in Bryans Road. The objectives of the airport land-use study would be satisfied, and millions in taxpayer dollars saved, if the study recommends conservation.

I do not support public-subsidized infrastructure like sewer lines and road widenings to industrialize around the airport. The "tech-park" market-study finds the area is uncompetitive with areas already having infrastructure. The airport market-study finds airport will never be a "driver" of development. Taxpayers have already lost millions on the failed tech-park. More tax dollars should not be risked, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists such as the revitalization of the town of Indian Head.

The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations.

Sincerely,

Agnes Washington

Hello. I live in Bryans Road and I don't want a business jets flying airport in our neighborhood, about 3 miles from my home. The expansion of the airport will damage the natural beauty of Charles County, such as Mattawoman Creek. It will also damage the popularity of the rail trail. People come from DC, Baltimore, and Virginia to enjoy the trail. They will stop coming because they don't want to see or hear jets flying over while they are enjoying the nature. Also, the airport will affect our quality life adversely because of the noise and heavy traffic. Don't forget there are an elementary and a middle schools within a mile, and noise, pollution, and heavy traffic will have negative affect on children's learning.

How are you going to protect those 2 schools?
How are you going to protect Mattawoman Creek?

Takako Mato

Dear Mr. Ball:

I would like to voice my concerns regarding the airport expansion and the purposed industrial park, the tech park, the Bryans Road expansion. I am for smart growth. This however is not smart growth. I have lived in this county over 60 years. I spent my career in Indian Head as a business man. I remember Indian Head as a bustling community. I also saw a decline in Indian Head starting in the early to mid- 90s. Indian Head needs revitalization and not to the degree of the planned expansion of Bryans Road. There is not enough space to accommodate such growth or the infrastructure, especially the roads. Have you ever been to Bryans Road or down Livingston or Bumpy Oak Road at certain times of day? It is like being in Waldorf. Why does the county want to bring more traffic to already overburdened roads? I don't believe the county should be forcing taxpayers to pay for the infrastructure of a privately owned airport.

I do not support public-subsidized infrastructure like sewer lines and road widening to industrialize around the airport. Truthfully, I am against all of this planned development in the area around the airport and Bryans Road. Taxpayers have already lost millions on the failed tech-park. More tax dollars should not be risked, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists such as the revitalization of the town of Indian Head.

The area around the airport is rich in natural resources and is almost entirely forested. Preserving this area makes the most sense. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations.

Sincerely,
John E. Wright
6215 Bumpy Oak Road
La Plata, MD 20640

Hello Mr. Ball,

I am a lifelong resident of Charles County. I am writing to inform you of my opposition to the proposed industrial expansion around the Maryland Airport. This is proposal would be detrimental to the wetlands adjacent to the area. I am also opposed to the development in the Bryans Road area. To put dense housing in the area around the 2 schools doesn't benefit the residents of the county. The only thing it does for us is over crowds our schools and our already overcrowded roadways. Traffic is so bad that at certain times of the day I do not leave my home. I would hate to think that it could potentially be like that all of the time.

I believe in growth. But, I believe in smart growth. I think that more than anything tax dollars should be spent in the revitalization of the Indian Head area. That doesn't mean to overcrowd it. That just doesn't work. I do not want this side of the county to end up like Waldorf. I do my best to stay away from there. We need someone with some common sense to vote this down. The residents do NOT want this. They want a sustainable area, not an overbuilt area.

Hasn't the county wasted enough of our tax dollars? For example this past August $6.4 million on a failed attempt to do something that shouldn't have been done in the first place. I am tired of my tax dollars being wasted. If these proposed plans come to fruition I will move away. I am tired of the wastefulness and the failed attempts at growing the county to its own detriment.

Thank you,
Curtis L. Cox
20 Sixth Street
Indian Head, MD 20640

Please put me on the record as opposing the use of public funds to expand a **privately owned airport.**
The Maryland Airport is a privately owned airport open for public-use. It is located next to Bryans Road, MD. and adjacent to ecologically sensitive areas.
The same special interests that have been trying to "punch through" development into western Charles County for years now want to use the expansion as an excuse for using tax dollars to give them infrastructure to industrialize the land around the airport. Meanwhile existing developed areas are neglected. The area around Indian Head should be the focus of any planned growth.
1422990904201_2217 dir=ltr>Lona Powell
1422990904201_2218 dir=ltr>PO box 194
1422990904201_2233 dir=ltr>Accokeek, Maryland 20607

>>> "Curson, David" <dcurson@audubon.org> 2/3/2015 3:43 PM >>>
Dear Mr Ball,

Thanks for replying to my voicemail last week. I am attaching comments on behalf of Audubon on the Maryland Airport land use study. Please note that in these comments I mention that Audubon's Important Bird Areas have not been included in the land use study, despite the fact that two of these sites exist within the study area.

I would be more than happy to provide shapefiles for these Important Bird Areas and other supporting information so they can be included in the study. Please don't hesitate to contact me if you have questions.

David Curson, PhD
Director of Bird Conservation
Audubon Maryland-DC.
2901 E. Baltimore St.
Baltimore, MD 21224
(410) 558 2473
dcurson@audubon.org

2901 E. Baltimore St
Baltimore, MD 21224

February 3, 2015

Mr Steven Ball, Director
Charles County Dep't. of Planning and Growth Management
200 Baltimore St,
La Plata, MD 20646

Re: Maryland Airport Land Use Study

Dear Mr Ball,

Please consider these comments on the Maryland Airport land use study on behalf of Audubon Maryland-DC and our 187 members in Charles County. Audubon Maryland-DC is the state office of the National Audubon Society. The mission of Audubon Maryland-DC is to conserve and restore natural ecosystems, focusing on birds, other wildlife, and their habitats for the benefit of humanity and the earth's biological diversity.

The land use study of the Maryland Airport and surrounding area centers on proposed Employment and Industrial Park districts covering more than 1,000 acres where there is interest in creating a new major commercial and industrial hub, in a part of western Charles County currently rural in character and dominated by mature forest with some residential village development. A glance at an aerial photograph shows that Maryland Airport is currently completely surrounded by mature hardwood forest which extends unbroken for several miles to the west through Chapman State Park, to the south past Ripley and to the northeast up the Mattawoman Creek floodplain. This mature forest also covers approximately half of the acreage of the proposed Employment and Industrial Park districts and much of this forest would likely be destroyed by the proposed development.

We urge that any commercial and industrial development in the study area be limited in scale and that existing forest land be preserved through re-zoning, easements and purchase. The proposed scale of development surrounding the airport and at the Indian Head Science and Technology Park (tech park) is inappropriate and unwise for the following reasons:

1. Market analyses have revealed that there is insufficient demand to support significant commercial development at either the tech park[1] or in the vicinity of the airport.[2]

2. Because of the lack of market demand, the potential for return on the investment of public funds needed to provide new sewer and other service infrastructure at this greenfield site is poor. Taxpayer subsidies for this infrastructure would likely be wasted.
3. The proposed development would likely result in the direct destruction of several hundred acres of mature forest of high ecological value and accelerate the environmental degradation of the entire Mattawoman Creek watershed. The ecological assets of this very sensitive system are described in more detail below.

Ecological assets of the Mattawoman watershed

The land use study area contains some of the most ecologically sensitive land in southern Maryland. Extensive urbanization in the Mattawoman watershed has already damaged the forests and wetlands of the Mattwaman Creek system with increased run-off, pollution and habitat fragmentation, and the level of development implied by the industrial and commercial zoning in the study area would further severely degrade these natural assets. For now, the ecological value of this ecosystem remains high, as documented in multiple natural resource designations by different agencies. These are summarized below.

The study area contains parts of two Important Bird Areas (IBAs) that have been identified by Audubon (Mattawoman Creek IBA and Chapman State Park IBA), neither of which are mentioned in the airport land use study. These should be added to the study, and I will be happy to provide boundary information in the form of shapefiles.

Important Bird Areas (IBAs) are sites that support significant populations of bird species considered vulnerable. Vulnerable birds include not just rare, threatened and endangered species, but also a variety of species still fairly common and widespread, that are habitat specialists, requiring a particular type of habitat, or are highly concentrated in their distribution. The National Audubon Society has identified Important Bird Areas throughout the United States as part of a global program coordinated by Birdlife International. Standardized science-based criteria have been used to identify IBA sites (see attachment). As of November 2014, 43 IBAs have been identified in Maryland. More information about the Important Bird Areas program is available on the National Audubon Society website at http://conservation.audubon.org/

In Maryland and DC, IBAs represent the highest quality remaining habitats for vulnerable bird species. During the process of IBA identification, which is driven by analysis of actual bird data rather than modeling, it has become clear that IBAs have a natural close fit with Maryland's most ecologically-valuable undeveloped lands making up the Green Infrastructure Assessment (GIA), published by Maryland DNR in 2003 and updated in 2009. In mapping IBAs, we have aligned site boundaries with green infrastructure hubs whenever appropriate, including the great majority of sites. Not all Green Infrastructure hubs qualify as IBAs – the IBA network represents the best of the hubs, as determined by available bird data. The land use study area contains two Important Bird Areas:

Mattawoman Creek Important Bird Area includes forested wetlands and the adjacent upland forests along the stream valley of Mattawoman Creek. This site is of statewide importance for Forest-Interior Dwelling Species of birds (FIDS) and supports significant populations of three bird species that are at-risk nationally: Prothonotary Warbler, Kentucky Warbler, and Wood Thrush. Parts of Mattawoman Creek IBA lie not only inside the land use study area but also within areas zoned IG and BP, and represent mature forest that would be destroyed by development under the proposed zoning.

Chapman State Park Important Bird Area includes Chapman State Park and is occupied largely by deciduous forest and supports a diverse species assemblage of FIDS, including four species that are at-risk nationally: Prothonotary Warbler, Kentucky Warbler, Worm-eating Warbler and Wood Thrush. This IBA is adjacent to the tech park and its original boundary was drawn to coincide with the state park boundary. However, forest of similar quality for FIDS extends into the tech park site, of which more than half is occupied by forest. Most of the IBA, including the part adjacent to the tech park, is designated as Wildlands by the Maryland General Assembly.

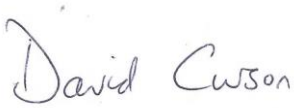
As described in the open house presentation on 14th January, other natural resource designations within the study area include:

- A Wetland of Special State Concern, the Pomonkey School Stream WSSC, which runs through the tech park and would be subject to severe adverse impacts if the tech park were developed as envisioned.
- A stronghold watershed, designated by Maryland Department of Natural Resources (DNR). The entire section of the Mattawoman watershed within the study area is a stronghold watershed, due to the aquatic biodiversity it supports.
- The great majority of the study area has been designated by Maryland DNR as a Targeted Ecological Area, representing a conservation priority and target for protection through Program Open Space. The majority of the tech park and the proposed business park surrounding the airport are within the Targeted Ecological Area.
- The US Fish and Wildlife Service has included the study area in the Mattawoman Unit of the Chesapeake Rivers National Wildlife Refuge complex due to its extensive upland hardwood forest and migratory fish spawning habitat. Much of the study area is within lands targeted for protection by USFWS via easement or purchase.

This impressive list of natural resource designations by wildlife agencies and environmental organizations, as well as the known value of the Mattawoman watershed for wildlife-related tourism, presents a clear case for conservation use of the land within the airport study area. Conservation use would be compatible with the current character of the area. Furthermore, these designations bring with them access to state and federal funding to protect land for conservation purposes. Seeking help from outside the county to pay for a sustainable conservation use of this land would appear to be a far better investment than further burdening local taxpayers with costs they are unlikely to recoup in future revenues but will very likely lead to the destruction of one of their most valuable

assets, a healthy Mattawoman watershed. An unbiased analysis of the economic and environmental circumstances would surely point towards increased conservation of the area through zoning, easements and purchase.

Sincerely,



David Curson, Ph.D.
Director of Bird Conservation
dcurson@audubon.org

Attachments:

1. Maryland-DC Important Bird Areas Program fact sheet.
2. Maryland-DC Important Bird Areas Program Criteria for site selection.

References

1. Indian Head Science and Technology Park Market Analysis and Due Diligence Services. Prepared by Jones Lang LaSalle Americas, Inc. for Charles County Department of Economic Development, October 2, 2014.
2. Open house presentation, January 14, 2015; http://www.charlescountymd.gov/sites/default/files/pgm/planning/mdair_pres1-14-15reduced.pdf

IMPORTANT BIRD AREAS PROGRAM

CRITERIA FOR SITE SELECTION

(updated January 2011)

Copies available at: http://mddc.audubon.org/birds-science-education/important-bird-areas

Category MD-DC 1: Sites important to bird species at risk.

Criterion:

The site *regularly* supports significant breeding or non-breeding numbers of species at risk in Maryland and DC. These include: species listed in the Code of Maryland Regulations (COMAR 08.030.08) as Endangered, Threatened or In Need of Conservation in Maryland; "Red" and "Yellow" Audubon/American Bird Conservancy WatchList (2007) species, species listed by the IBA National Technical Committee as globally or continentally at risk, species included in the Birds of Conservation Concern 2008 list, and other species judged by the Maryland-DC IBA Technical Review Committee to be at risk in Maryland and DC.

A framework of site-level thresholds has been developed (Table 1) based on species at risk categories (see below), dispersion pattern and taxonomic group. Within this framework site-level thresholds for each species (Table 2) have been selected from the appropriate range based on published conservation listings and unpublished information on current trends in population and distribution. Site-level thresholds will be used as guidelines in the site review process at the discretion of the Maryland-DC IBA Technical Review Committee, and will be adjusted accordingly if found to be inappropriate.

Species at risk categories

The following three species at risk categories are based on abundance, distribution, and severity of threats (as measured by population trends and other factors).

Severely at risk: This category includes species with extremely limited distributions and small populations and facing severe threats in Maryland-DC. The goal for these species is to include the great majority of established populations within IBAs.

Highly at risk: This category includes species with limited distributions and small populations and facing distinct threats in Maryland-DC. The goal for these species is to include a moderate to high proportion of their populations within IBAs.

At risk: This category includes species that are more widely distributed and with larger populations in Maryland-DC than other species at risk, and species with limited distributions but facing lower levels of threat than other species at risk. The goal for these species is to include a lower proportion of their populations within IBAs.

Table 1. Ranges of IBA site-level thresholds for species at risk in Maryland and DC. In each cell numbers are: breeding pairs; individuals during winter or migration.

	Severely at Risk	**Highly at Risk**	**At Risk***
Dispersed/Non-pass.	2 pairs; 6-15	3-5 pairs; 9-30	5-20 pairs; 15-60
Dispersed/Passerine	3-5 pairs; 9-15	5-10 pairs; 15-30	10-160 pairs; 30-480
Aggregated	5-20 pairs; 15-60	20-40 pairs; 60-120	40-80 pairs; 120-960

*For some species no longer on the WatchList or BCC list the threshold may match the Continental IBA threshold and thus exceed the range shown.

Table 2. Conservation status and IBA site-level thresholds of bird species at risk in Maryland and DC. Species

				Conservation listing			
Species	**At Risk Category[1] (in MD-DC)**	**Threshold Breeding Pairs**	**Threshold Nonbreeding individuals[2]**	**COMAR[3] (MD DNR)**	**Audubon/ABC WatchList (2007)[4]**	**IBA National Tech Cttee[5]**	**USFWS[6]**
Severely at risk species							
American Bittern	Severely at risk	2	6	I			BCC Region 5
Northern Goshawk	Severely at risk	2	B	E			
Black Rail	Severely at risk	2	6	E	Red	Global	BCC National, Region 5
Wilson's Plover	Severely at risk	2	6	E	Yellow	Continental	BCC National, Region 5
Piping Plover	Severely at risk	2	6	E	Red	Global	Threatened (ESA)
Upland Sandpiper	Severely at risk	2	30	E		Continental	BCC National, Region 5
Red Knot	Severely at risk	N/A	40		Yellow	Continental	BCC National, Region 5
Gull-billed Tern	Severely at risk	5	30	E	Yellow	Continental	BCC National, Region 5
Royal Tern	Severely at risk	10	B	E			
Black Skimmer	Severely at risk	5	30	E	Yellow	Continental	BCC National, Region 5
Northern Saw-whet Owl	Severely at risk	2	B				
Olive-sided Flycatcher	Severely at risk	3	9	E	Yellow	Global	BCC National, Region 5
Loggerhead Shrike	Severely at risk	3	9	E		Continental	BCC National, Region 5
Bewick's Wren (ssp. *altus*)	Severely at risk	3	9	E		Continental	BCC National, Region 5
Sedge Wren	Severely at risk	3	9	E		Continental	BCC Region 5
Swainson's Warbler	Severely at risk	3	9	E	Yellow	Continental	BCC National, Region 5
Mourning Warbler	Severely at risk	3	B	E			
Henslow's Sparrow	Severely at risk	5	9	T	Red	Global	BCC National, Region 5
Highly at risk species							
Northern Harrier	Highly at risk	5	15				
Peregrine Falcon	Highly at risk	3	30	I		Continental	BCC National, Region 5
Whimbrel	Highly at risk	N/A	60			Continental	BCC National, Region 5

Species	At Risk Category (in MD-DC)[1]	Threshold Breeding Pairs	Threshold Nonbreeding individuals[2]	Conservation listing			
				COMAR[3] (MD DNR)	Audubon/ABC WatchList (2007)[4]	IBA National Tech Cttee[5]	USFWS[6]
Common Tern	Highly at risk	30	60				
Least Tern	Highly at risk	20	60	T	Red	Continental	BCC National, Region 5
Short-eared Owl	Highly at risk	3	15	E	Yellow	Continental	BCC National, Region 5
Alder Flycatcher	Highly at risk	5	B	I			
Golden-winged Warbler	Highly at risk	5	15		Red	Global	BCC National, Region 5
Nashville Warbler	Highly at risk	5	B	I			
Blackburnian Warbler	Highly at risk	10	B	T			
Cerulean Warbler	Highly at risk	10	15		Yellow	Global	BCC National, Region 5
Canada Warbler	Highly at risk	10	30		Yellow	Continental	BCC National, Region 5
Nelson's Sparrow	Highly at risk	N/A	15		Yellow	Continental	BCC National, Region 5
Saltmarsh Sparrow	Highly at risk	10	15		Red	Global	BCC National, Region 5
Swamp Sparrow (Coastal Plain ssp. *nigrescens*)	Highly at risk	10	30	I			
Dickcissel	Highly at risk	5	30			Continental	BCC National
Rusty Blackbird	Highly at risk	N/A	60		Yellow	Global	BCC National, Region 5
At-risk species							
Pied-billed Grebe	At risk	10	B				BCC Region 5
Least Bittern	At risk	5	B	I			BCC Region 5
American Black Duck	At risk	20	240				*Not eligible*
Bald Eagle	At risk	10	60	T		Continental	BCC National, Region 5
Northern Bobwhite	At risk	10	60			Global	*Not eligible*
Clapper Rail	At risk	40	120		Yellow	Continental	*Not eligible*
King Rail	At risk	5	B		Yellow		*Not eligible*
Sora	At risk	5	B				*Not eligible*
Common Moorhen	At risk	10	B	I			*Not eligible*
American Golden Plover	At risk	N/A	60		Yellow	Continental	
American Oystercatcher	At risk	5	15			Continental	BCC National, Region 5
Solitary Sandpiper	At risk	N/A	60			Continental	BCC National, Region 5
Lesser Yellowlegs	At risk	N/A	360			Continental	BCC National, Region 5
Sanderling	At risk	N/A	720		Yellow	Continental	
Semipalmated Sandpiper	At risk	N/A	720		Yellow	Continental	BCC National, Region 5
Western Sandpiper	At risk	N/A	720		Yellow	Continental	
White-rumped Sandpiper	At risk	N/A	480		Yellow	Continental	

Species	At Risk Category (in MD-DC)[1]	Threshold Breeding Pairs	Threshold Nonbreeding individuals[2]	Conservation listing			
				COMAR[3] (MD DNR)	Audubon/ABC WatchList (2007)[4]	IBA National Tech Cttee[5]	USFWS[6]
Purple Sandpiper	At risk	N/A	240			Continental	BCC National, Region 5
Dunlin	At risk	N/A	960			Continental	
Stilt Sandpiper	At risk	N/A	480		Yellow	Continental	National
Buff-breasted Sandpiper	At risk	N/A	30		Red	Global	BCC National, Region 5
Short-billed Dowitcher	At risk	N/A	240			Continental	BCC National, Region 5
American Woodcock	At risk	10	45				*Not eligible*
Common Nighthawk	At risk	5	B				
Whip-poor-will	At risk	10	30				BCC Region 5
Red-headed Woodpecker	At risk	10	30		Yellow	Global	BCC National, Region 5
Willow Flycatcher	At risk	20	60		Yellow	Continental	BCC National
Bank Swallow	At risk	40	B				
Brown-headed Nuthatch	At risk	30	120			Continental	BCC National
Wood Thrush	At risk	160	480		Yellow	Continental	BCC National, Region 5
Blue-winged Warbler	At risk	15	30		Yellow	Continental	BCC National, Region 5
Prairie Warbler	At risk	30	60		Yellow	Continental	BCC National, Region 5
Prothonotary Warbler	At risk	30	60		Yellow	Continental	BCC National
Worm-eating Warbler	At risk	30	60			Continental	BCC National, Region 5
Northern Waterthrush	At risk	10	B				
Kentucky Warbler	At risk	20	60		Yellow	Continental	BCC National, Region 5
Seaside Sparrow	At risk	40	120		Red		BCC National, Region 5

[1]Species were allocated to at-risk categories ("severely at-risk", highly at-risk", "at-risk") by the Maryland-DC IBA Technical Review Committee.
[2]B = At-risk status applies to breeding populations only.
[3]Listed in the Code of Maryland Regulations (COMAR 08.030.08) as E = Endangered, T = Threatened, I = In Need of Conservation. See website: http://www.dnr.Maryland.gov/wildlife/rteanimals.asp
[4]See website: http://web1.audubon.org/science/species/watchlist/
[5]The IBA National Technical Committee (NTC), convened by the National Audubon Society, lists bird species considered at risk at the global and continental scales (A1 and B1 species respectively). This list includes Federally listed species and subspecies, National Birds of Conservation Concern (U.S. Fish and Wildlife Service), and "Red" and "Yellow" ABC/Audubon WatchList species. In September 2009 this list was updated to reflect revisions to the WatchList (2007) and the BCC list (2008).
[6]The US Fish and Wildlife Service lists Threatened and Endangered Species (see website: http://www.fws.gov/endangered/wildlife.html) under the Endangered Species Act, and Birds of Conservation Concern (USFWS, 2008), which lists nongame bird species at national and regional scales; see website: http://www.fws.gov/migratorybirds/NewsPublicationsReports.html . Game bird species are not included on the BCC list and are thus labeled *not eligible* in this column. USFWS Region 5 includes 12 states in the northeastern US from Virginia north and east.

Category MD-DC 2: Sites important to bird species assemblages dependent upon a particular habitat type.

This category is intended to cover relatively large areas that support the most diverse assemblages of species with very particular habitat requirements (see lists below). Small remnants of an exceptional habitat type may be included. Selection of sites will be based on avian assemblages present in the habitat type, not on the habitat type alone. Therefore, whenever possible, the species of birds that are characteristic of the habitat type should be identified and quantified.

Criterion:

The site contains a highly diverse assemblage of bird species characteristic of a particular habitat type within the state or region. Avian assemblages at a site will be evaluated relative to the suite of potential species within the state or the appropriate Bird Conservation Region (BCR; NABCI 2000) in the lists below, using data from the 2002-06 Maryland-DC Breeding Bird Atlas project (Ellison 2010), and other sources. For widespread habitat types, species richness of the assemblage, per Breeding Bird Atlas (BBA) block, should typically be within that of the top 15% of BBA blocks across the state or within the region of analysis. For the forest assemblage, BCR 28 is further subdivided into Physiographic Regions because of significant differences in this assemblage between these regions.

Characteristic bird species of major habitat types in Maryland and DC
The lists below include bird species assemblages of habitat specialists (species largely dependent on the habitat in question) for the major habitat types in Maryland-DC. Species assemblages are limited to breeding species. Some species can be dependent on multiple similar habitats so will appear in more than one list.

Forest Includes all species on Maryland DNR's list of Forest Interior Dwelling Species (FIDS).

	Appalachian Mountains (BCR 28)		**Piedmont (BCR 29)**	**Coastal Plain (BCR 30)**
Forest Interior Dwelling Species	**Allegheny plateau**	**Ridge & valley**		
Sharp-shinned Hawk	x	x	x	
Northern Goshawk	x			
Red-shouldered Hawk	x	x	x	x
Broad-winged Hawk	x	x	x	x
Black-billed Cuckoo	x	x	x	x
Barred Owl	x	x	x	x
Whip-poor-will	x	x	x	x
Hairy Woodpecker	x	x	x	x
Pileated Woodpecker	x	x	x	x
Acadian Flycatcher	x	x	x	x
Common Raven	x	x	x	
Brown Creeper	x	x	x	x
Winter Wren	x			
Veery	x	x	x	

Hermit Thrush	x			
Wood Thrush	x	x	x	x
Blue-headed Vireo	x	x		
Yellow-throated Vireo	x	x	x	x
Red-eyed Vireo	x	x	x	x
Northern Parula	x	x	x	x
Magnolia Warbler	x			
Black-throated Blue Warbler	x			
Black-throated Green Warbler (subsp *waynei*)*				x
Blackburnian Warbler	x			
Cerulean Warbler	x	x	x	
Black-and-white Warbler	x	x	x	x
American Redstart	x	x	x	x
Prothonotary Warbler	x	x	x	x
Worm-eating Warbler	x	x	x	x
Swainson's Warbler*				x
Ovenbird	x	x	x	x
Louisiana Waterthrush	x	x	x	x
Northern Waterthrush	x			
Kentucky Warbler	x	x	x	x
Hooded Warbler	x	x	x	x
Canada Warbler	x			
Summer Tanager			x	x
Scarlet Tanager	x	x	x	x
Total species in assemblage	35	27	27	25
Species richness of 85th percentile of Breeding Bird Atlas blocks (2002-06)	25	19	17	16

** Denotes species breeding irregularly or at only one or two sites in Maryland-DC.*

<u>Mountain Peatland</u> Occurs only in BCR 28.

Mountain Peatland species	**Appalachian Mountains (BCR 28)**
Northern Saw-whet Owl*	x
Alder Flycatcher	x
Nashville Warbler	x
Northern Waterthrush	x
Canada Warbler	x
Swamp Sparrow	x
Total species in assemblage	6

** Denotes species breeding irregularly or at only one or two sites in Maryland-DC.*

Shrubland and Early Successional Habitats

Shrubland and Early Successional species	**Appalachian Mountains (BCR 28)**	**Piedmont (BCR 29)**	**Coastal Plain (BCR 30)**
Northern Bobwhite	x	x	x
American Woodcock	x	x	x
Willow Flycatcher	x	x	
Brown Thrasher	x	x	x
White-eyed Vireo	x	x	x
Blue-winged Warbler	x	x	
Golden-winged Warbler	x		
Chestnut-sided Warbler	x		
Prairie Warbler	x	x	x
Mourning Warbler*	x		
Yellow-breasted Chat	x	x	x
Eastern Towhee	x	x	x
Field Sparrow	x	x	x
Total species in assemblage	13	10	8
Species richness of 85th percentile of Breeding Bird Atlas blocks (2002-06)	7	8	7

** Denotes species breeding irregularly or at only one or two sites in Maryland-DC.*

Grassland

Grassland species	**Appalachian Mountains (BCR 28)**	**Piedmont (BCR 29)**	**Coastal Plain (BCR 30)**
Northern Harrier	x		x
American Kestrel	x	x	x
Upland Sandpiper*	x		
Barn Owl	x	x	x
Short-eared Owl*	x		
Sedge Wren	x		x
Loggerhead Shrike*	x	x	
Dickcissel		x	x
Vesper Sparrow	x	x	x
Savannah Sparrow	x	x	
Grasshopper Sparrow	x	x	x
Henslow's Sparrow	x		
Bobolink	x	x	
Eastern Meadowlark	x	x	x
Total species in assemblage	13	9	8
Species richness of 85th percentile of Breeding Bird Atlas blocks (2002-06)	5	4	3

** Denotes species breeding irregularly or at only one or two sites in Maryland-DC.*

Freshwater Marsh

Freshwater Marsh species	**Appalachian Mountains (BCR 28)**	**Piedmont (BCR 29)**	**Coastal Plain (BCR 30)**
Pied-billed Grebe		x	x
American Bittern			x
Least Bittern		x	x
American Black Duck	x	x	x
Black Rail			x
King Rail		x	x
Virginia Rail	x	x	x
Common Moorhen		x	x
Sora	x	x	x
Sedge Wren	x		x
Marsh Wren			x
Coastal Plain Swamp Sparrow			x
Total species in assemblage	4	7	12

Salt Marsh Occurs only in BCR 30.

Salt Marsh species	**Coastal Plain (BCR 30)**
American Bittern	x
Least Bittern	x
Northern Harrier	x
American Black Duck	x
Black Rail	x
Clapper Rail	x
King Rail	x
Virginia Rail	x
Common Moorhen	x
Willet	x
Barn Owl	x
Sedge Wren	x
Marsh Wren	x
Saltmarsh Sparrow	x
Seaside Sparrow	x
Coastal Plain Swamp Sparrow	x
Total species in assemblage	16

Coastal Beach and Dune Occurs only in BCR 30.

Coastal Beach and Dune species	**Coastal Plain (BCR 30)**
Piping Plover	x
Wilson's Plover*	x
American Oystercatcher	x
Gull-billed Tern*	x
Royal Tern*	x
Sandwich Tern*	x
Least Tern	x
Black Skimmer	x
Total species in assemblage	8

** Denotes species breeding irregularly or at only one or two sites in Maryland-DC.*

Category MD-DC 3: Sites where native species of birds regularly concentrate in significant numbers when breeding, in winter, or during migration.

This category is meant to cover sites of importance for dense populations of breeding birds (such as a heronry), high concentrations of waterfowl or shorebirds in any season, and migratory "bottlenecks" where geographical features (such as ridges) concentrate large numbers of migratory birds. Human-made food sources for gulls (landfills, dumpsites, sewage treatment plants or outflows, etc.) or man-made structures (dams, bridges, buildings, etc.) will not be considered as IBAs. Exceptions will be considered for sites important for species that utilize only man-made items (such as very large chimney swift roosts) and habitat restoration projects (such as dredge-spoil islands) due to their relative permanence and resemblance to natural habitats. Consideration will normally not be given to species that are considered nuisance species, i.e. harmful or economically destructive species. The numerical thresholds in 1a – 1e are guidelines only, and the Technical Review Committee may consider other factors (quality and location of habitat, distribution and importance of species, etc.).

Criteria:

(3a) The site *regularly* supports at least 7,000 waterfowl (at one time) during some part of the year. The designation "waterfowl" includes such birds as loons, grebes, cormorants, swans, geese, ducks, coots, and moorhens. Totals should not include Mute Swans, resident Canada Geese, or resident Mallards. *The threshold for migratory Canada Geese is currently under review by the Technical Review Committee.*

(3b) The site *regularly* supports at least 400 seabirds and/or terns (at one time) or 10,000 gulls (at one time) during some part of the year. The designation "seabird" includes such birds as shearwaters, storm-petrels, fulmars, gannets, jaegers, alcids, and pelicans.

(3c) The site *regularly* supports at least 300 shorebirds or rails (at one time) if an inland site, or 1000 shorebirds or rails (at one time) if coastal, during some part of the year. The designation "shorebirds" includes such birds as plovers, sandpipers, snipe, and phalaropes.

(3d) The site *regularly* supports at least 200 non-breeding wading birds or 500 breeding pairs of wading birds during some part of the year. The designation "wading birds" includes such birds as bitterns, herons, egrets, and ibises.

(3e) The site is *regularly* an important stopover site, "bottleneck," or migratory corridor for at least 8,000 raptors (seasonal total) during spring or fall migration.

(3f) The site is *regularly* an important migratory stopover or seasonal concentration site for migratory landbirds. Sites may qualify on the basis of exceptionally high numbers of birds during migration, i.e. "migrant traps", wintering flocks, or high densities of breeding species as shown from point counts or other surveys. No absolute thresholds have been set due to the scarcity of quantitative data. Sites should be clearly unique from other sites in the local area. Consideration may also be given to areas with consistently high overall species diversity or exceptional diversity within a particular group (e.g., warblers).

(3g) The site *regularly* supports a significant concentration of a single native species, but supports a smaller total number of birds than any of the criteria above (1a – 1f). Ideally, the site should be known or thought to hold more than 5% of the state population of a species. In practice, however, it will be difficult to estimate state population sizes for most species. This criterion might be applied to any species that congregates, including those which nest in colonies, forage in flocks, or roost communally.

Literature Cited

Ellison, W. G. 2010. Second atlas of the breeding birds of Maryland and the District of Columbia. Johns Hopkins University Press.

U. S. NABCI Committee. 2000. North American Bird Conservation Regions: Bird Conservation Region descriptions. North America Bird Conservation Initiative, U.S. Fish and Wildlife Service, Arlington, VA. [Online version available at http://www.nabci-us.org/bcrs.html].

Important Bird Areas Program Fact Sheet

December 2012

What is an IBA?

Important Bird Areas (IBAs) are sites that support significant populations of birds considered vulnerable. Sites are identified based on rigorous scientific criteria that focus on three categories of vulnerable birds:

1) At-risk species of conservation priority.
2) Species assemblages of birds that specialize in a particular habitat type.
3) Birds that occur in exceptional concentrations.

IBAs can be small or large in extent, but usually are discrete sites that stand out from the surrounding landscape. IBAs may be National Wildlife Refuges, State Parks or other protected public lands, but they can also be private farms, forests and other private areas. Not all IBAs are open to the public – the intent of the IBA Program is conservation of birds and their habitats rather than highlighting places for bird watching.

Goals of the IBA Program

The overall goal of the IBA Program is to ensure the continued viability of the habitats and their bird populations within IBAs. It is a strategic conservation-planning tool, and as such it is proactive rather than reactive. Program goals are achieved through three action steps:

Identify the most essential areas for birds
Monitor those sites for changes to birds and habitat
Conserve these areas for long-term protection of bird populations

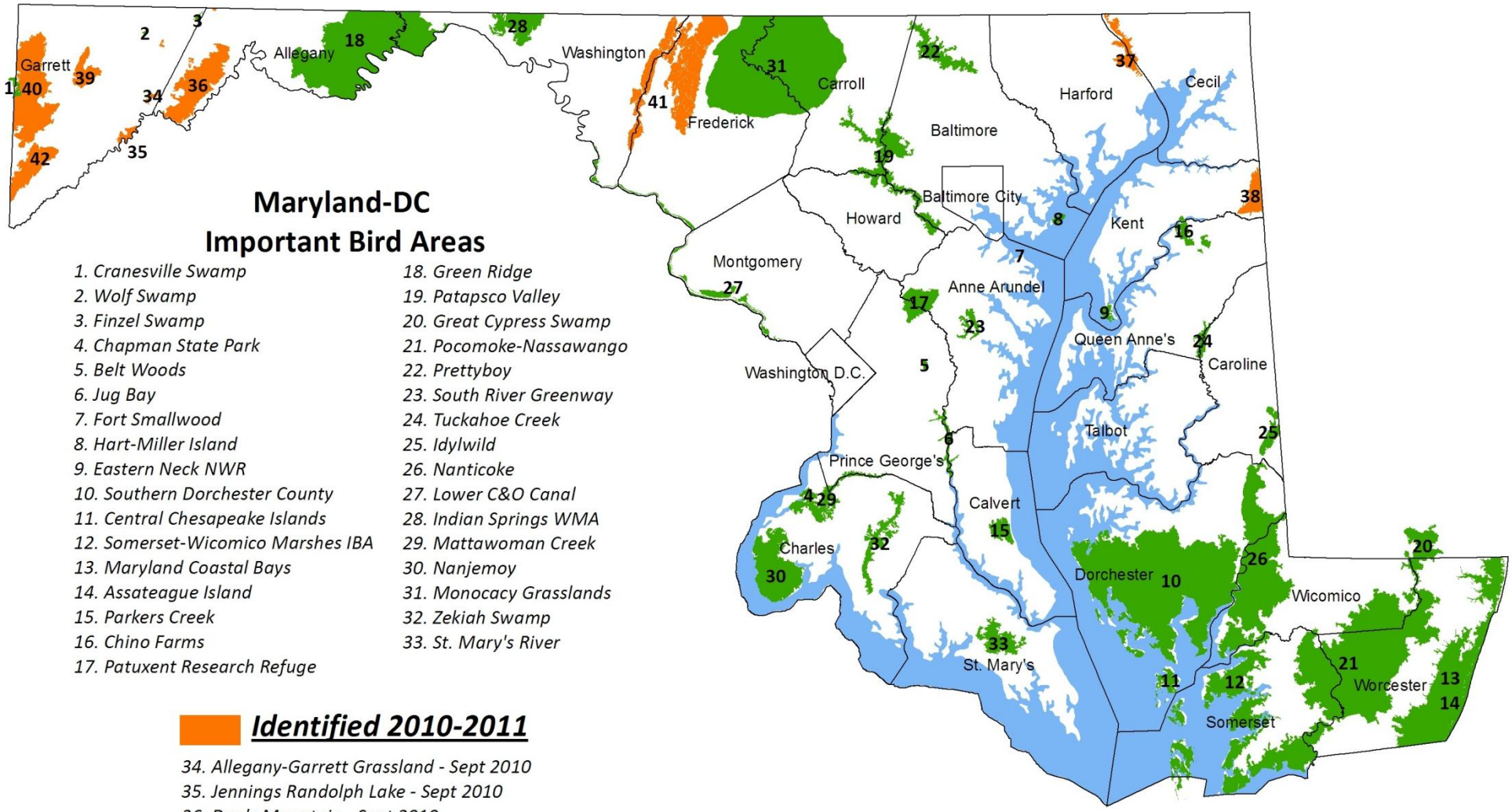
The IBA program seeks to achieve conservation goals through partnerships with conservation planners, private landowners and managers of public lands. A major component of the program is the participation of volunteers who act as citizen scientists and conservation stewards, studying species population trends, evaluating threats to birds, and restoring and enhancing bird habitats. Conservation at IBAs can take the form of developing and improving management plans, pursuing conservation easement or land purchase and seeking legislative support and protection. On-the-ground activities may include management of vegetation, invasive species control, designing structures to reduce human impacts, erecting nesting structures and managing agricultural crops for wildlife.

A Brief History of the IBA Program

The IBA Program began in the 1980s as an initiative of BirdLife International, a global partnership of more than 100 organizations worldwide. First implemented in Europe, IBA programs now exist on every continent and over 10,000 IBAs have been identified worldwide. In the U.S. the National Audubon Society is Birdlife International's partner and has established IBA Programs state by state. Programs are now up and running in 46 states with over 2,100 IBAs identified across the country.

The IBA Program in Maryland and DC

Important Bird Areas are identified by an IBA Technical Review Committee, which reviews all nominated sites against scientific criteria based on analysis of bird populations and their habitats. The Audubon Maryland-DC IBA Technical Review Committee includes: Kyle Rambo (Chair), Patuxent River Naval Air Station; Wayne Bell, Washington College; David Curson, Audubon Maryland-DC; David Yeany II, Audubon Maryland-DC; Lynn Davidson, Md. Department of Natural Resources; David Smith, Maryland Ornithological Society; Glenn Therres, Md. Department of Natural Resources, Bill Hubick, David Ziolkowski, USGS Patuxent Wildlife Research Center.



Maryland-DC
Important Bird Areas

1. *Cranesville Swamp*
2. *Wolf Swamp*
3. *Finzel Swamp*
4. *Chapman State Park*
5. *Belt Woods*
6. *Jug Bay*
7. *Fort Smallwood*
8. *Hart-Miller Island*
9. *Eastern Neck NWR*
10. *Southern Dorchester County*
11. *Central Chesapeake Islands*
12. *Somerset-Wicomico Marshes IBA*
13. *Maryland Coastal Bays*
14. *Assateague Island*
15. *Parkers Creek*
16. *Chino Farms*
17. *Patuxent Research Refuge*
18. *Green Ridge*
19. *Patapsco Valley*
20. *Great Cypress Swamp*
21. *Pocomoke-Nassawango*
22. *Prettyboy*
23. *South River Greenway*
24. *Tuckahoe Creek*
25. *Idylwild*
26. *Nanticoke*
27. *Lower C&O Canal*
28. *Indian Springs WMA*
29. *Mattawoman Creek*
30. *Nanjemoy*
31. *Monocacy Grasslands*
32. *Zekiah Swamp*
33. *St. Mary's River*

Identified 2010-2011

34. *Allegany-Garrett Grassland - Sept 2010*
35. *Jennings Randolph Lake - Sept 2010*
36. *Dan's Mountain - Sept 2010*
37. *Susquehanna River - Nov 2010*
38. *Millington - Nov 2010*
39. *The Glades - Dec 2010*
40. *Youghiogheny Valley - Dec 2010*
41. *Maryland Blue Ridge - Mar 2011*
42. *Pleasant Valley - Mar 2011*

For more information visit our website at http://md.audubon.org/
or contact:

Dr. David Curson
Director of Bird Conservation
410-558-2473
dcurson@audubon.org

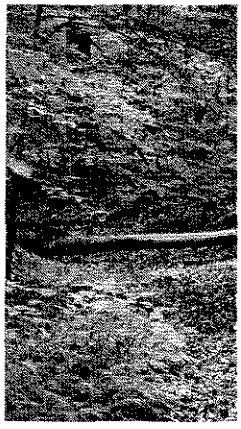
>>> Jacqueline Fischer <jdrfischer@outlook.com> 2/3/2015 11:19 PM >>>
Mr. Ball,

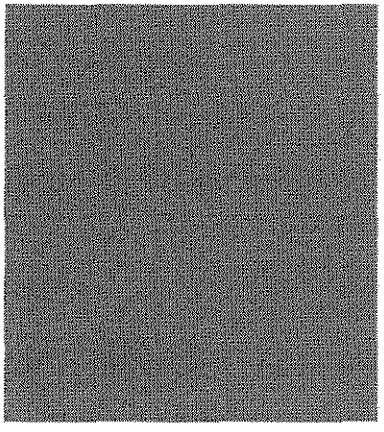
I recently read a "P.R." article in SoMd News written by Edie Hungerford....*who's voice I am sure carry's more weight than mine..... nonetheless*, she made mention of the singular importance of the Maryland Airport to CC, I believe she called it "one of a kind". I am curious why an airport's "one of a kind" importance to a county, is more significant than the Mattawoman's "one of a kind" stature on the east coast and even to the nation.

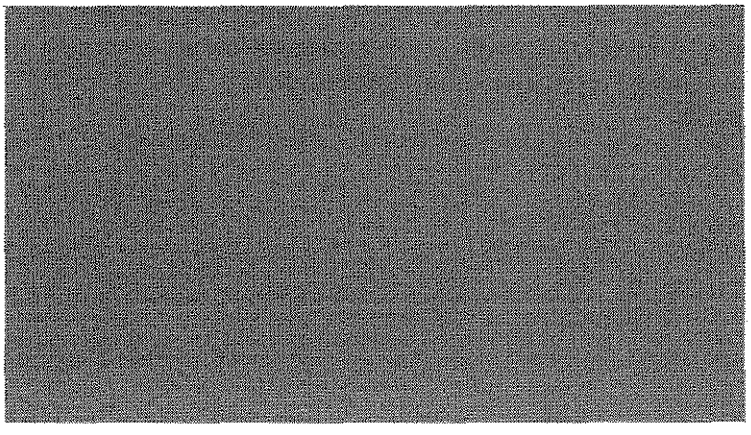
JFischer

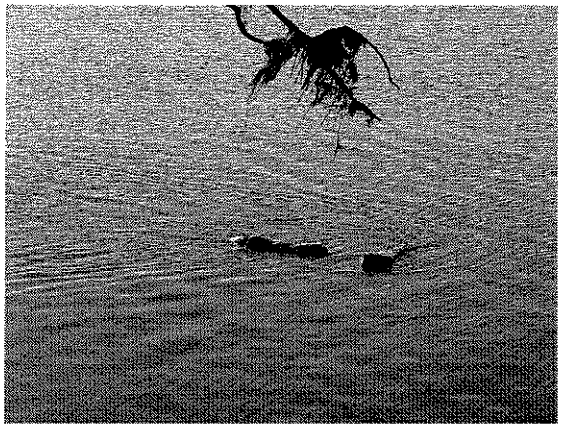
From: jdrfischer@outlook.com
To: ballst@charlescountymd.gov
Subject: Airport Expansion
Date: Tue, 3 Feb 2015 22:55:06 -0500

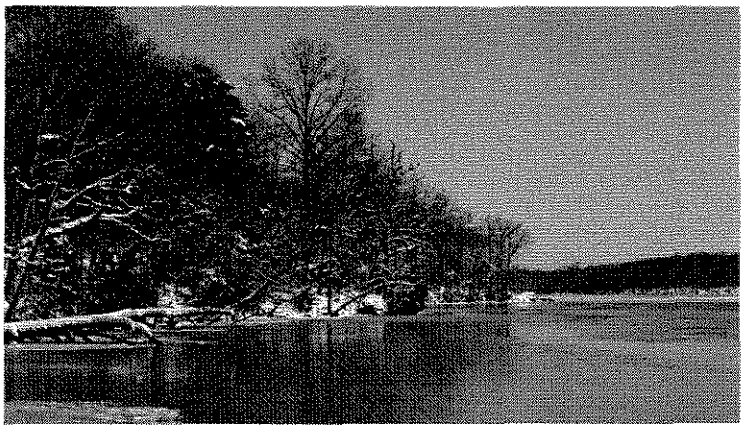
Why? Why are we supporting growth of an airport directly upstream from one of the most endangered water ways in America??? I am so disheartened by some of the choices we are making in the name of Economic Growth. There is no justification for providing funding for *any* growth project that does not guarantee protection of the environment on which it encroaches! I live down river from this development project, I row up and down the Mattawoman, I walk along the streams that feed it, and I am telling you that I do not want this kind of "help with economic growth". If you can not guarantee the protection of surrounding land, water, and wildlife then you have no plan worth considering.











Respectfully,
Jackie Fischer

>>> "Hayes, Lisa" <lhayes@accokeek.org> 2/4/2015 6:27 AM >>>

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."*

Please protect this area from development. The Mattawoman watershed is an invaluable natural resource. Conservation

Dr. Lisa Hayes
President and CEO

Accokeek Foundation

3400 Bryan Point Road
Accokeek, MD 20607
p. 301-283-2113 ext.18 | skype. lisa.hayesman

Join us for Soul Food Justice on February 21; a lively discussion on health, food access and sustainability in our communities. More at http://accokeekfoundation.org/event/soul-food-justice/

>>> <taabell@aol.com> 2/4/2015 2:47 AM >>>

Dear Charles County Official :

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

i bought an old home down here and invested much in restoring it when i moved in, all because I treasure living here in an area so beautifully preserved. Please don't let this land, this beauty be lost to new development.

Theresa Abell
1110 apple valley road
accokeek, md 20607

>>> Cheryl Thomas <puppydinks@aol.com> 2/4/2015 7:22 AM >>>

Dear Charles County Government Officials:

Please accept this comment for the record regarding the MD airport land-use study.

I do not support Charles County taxpayers subsidizing the development and industrialization of the study area around the private airport. The additional residential and commercial development that will occur as part of this expansion will result in hundreds if not thousands of additional vehicles in the Bryans Road area. What are the plans to accommodate the increased volume of traffic? Are there plans to resubmit a revised proposal for a Cross County Connector extension?

I firmly oppose any plans that would require county taxpayers to support a private endeavor, including a Cross County Connector extension. It appears that the ultimate objective may be to justify a Cross County Connector extension and subsequent residential and commercial development. If so, it is indicative of the lengths the county will go to in order to accommodate the special interests, regardless of the costs to taxpayers.

Cheryl E. Thomas, Welcome MD

>>> Anjela Barnes-Alban <anjelasbarnes@gmail.com> 2/4/2015 8:24 AM >>>
I have lived in Southern Maryland for nearly 40 years, most of that in Charles County and specifically in the area most affected by the proposed plans for the Maryland Airport and its surrounding area. I am in strong opposition to the plans for many reasons, and the following are a few of them:

1) The land-use study area is a highly environmentally sensitive area. The impact of current development in this area is already felt. (Just drive along 227/224 any time after a substantial rainfall.) Further development will only increase flooding of Mattawoman Creek as it fills with more silt from the surrounding highlands.

2) Mattawoman Creek is the largest tributary to the Potomac River, the nation's river. The Potomac is on the top 10 list of dirtiest rivers in the US. Continued neglect to the preservation of the Mattawoman and Potomac watersheds will have long term effects for the future of not only our county, but our state and nation too. Develop as proposed and there will be more than just silt added to the waterways. Trash and liter already piles up along the roadway and washes away with each storm.

3) The study area should be zoned only for residential and recreation. The quiet and beauty of the area is why I call it home. There are enough planes flying (low) over my house. I live behind schools and really do not want more air traffic disturbing my peaceful respite from work. Each day, as I drive along the stretch of 227 that passes over the creek, and the IH rail trail, I see a Great Blue Heron wading in the water just on the edge of the road. Just the other day a bald eagle was perched in a tree hanging over the road, looking for his morning meal no doubt. My heart breaks as I drive by and can see the destruction of old growth forest, and signs for commercial development. This land is precious to more than just humans.

4) There are areas in Western Charles that are currently neglected. Focus on revitalizing these areas, and make existing towns like Bryans Road and Indian Head and place people want to go.

I'll end my plea with one final image as you consider the fate of this area. This is my home. Leave it be. Please.

image1.jpeg

Anjela Barnes-Alban
Pomfret, MD

Anjela Barnes-Alban
Sent from my iPad

>>> Kurt Schwarz <krschwa1@verizon.net> 2/4/2015 8:30 AM >>>

MARYLAND ORNITHOLOGICAL SOCIETY, INC.

<!--[if !vml]--><!-

Ellicott City, MD 21042
krschwa1@verizon.net
410-461-1643
February 4, 2015.

Mr. Stephen Ball
Director
Charles County Department of Planning and Growth Management
200 Baltimore Street
La Plata, MD 20464
BallSt@charlescountymd.gov
RE: Land-Use Study for Maryland Airport
Dear Mr. Ball:
The Maryland Ornithological Society (MOS) appreciates the opportunity to comment on the Maryland Airport Land Use Study.
MOS is extremely concerned about increased development around the Maryland Airport in Charles County, which is currently surrounded by mature forest. Specifically, the extension of sewer lines and concomitant increased development would adversely impact this forest, which extends unbroken from Chapman State Park to the Mattawoman Creek

flood plain. Development around the airport will also increase runoff in the Mattawoman watershed, adversely affecting water quality of both the Creek and the Chesapeake Bay. Development would undermine the ecological integrity of the affected area and its associated beneficial services. As you may be aware, the Mattawoman Creek and Chapman State Park are Important Bird Areas (IBA), providing critical habitat for vulnerable bird species, especially Forest-Interior Dwelling Species (FIDS) and at-risk species such as Wood Thrush, Prothonotary Warbler, and Kentucky Warbler. The importance of the Mattawoman watershed has been recognized at both the State and Federal level. Maryland's Department of Natural Resources has designated the Mattawoman as "stronghold watershed" and a "targeted ecological area." The US Fish and Wildlife Service is studying the area for possible inclusion on the Chesapeake Rivers National Wildlife Refuge through possible easements or purchase.

MOS is a statewide nonprofit organization established in 1945 and devoted to the study and conservation of birds and nature. Currently we have 15 chapters in Maryland. Birding is one of the fastest-growing outdoor recreational activities. Some of our members live in Charles and many others visit it to admire its bird life.

We believe that the Land-Use Study objectives can largely be met through conservation. Conservation would keep incompatible development away from the airport while promoting air quality, noise reduction and enhanced land-use. Impervious surfaces that occur with development and degrade water quality would also be avoided.

We encourage development in already developed areas with existing infrastructure, rather than exploiting new undeveloped areas. Preservation of natural areas will also assure sustainable use of natural resources and attract Nature Tourism. In short we urge to keep development around the Maryland Airport at a minimum, sufficient to maintain operations, but move commercial and residential development to areas already impacted with existing infrastructure, where they may be better served.

Sincerely,

Kurt R. Schwarz
Conservation Chair
Maryland Ornithological Society

MARYLAND ORNITHOLOGICAL SOCIETY, INC.

www.mdbirds.org
9045 Dunloggin Court
Ellicott City, MD 21042
krschwa1@verizon.net
410-461-1643
February 4, 2015.

Mr. Stephen Ball
Director
Charles County Department of Planning and Growth Management
200 Baltimore Street
La Plata, MD 20464
BallSt@charlescountymd.gov

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Sincerely,

Kurt R. Schwarz
Conservation Chair
Maryland Ornithological Society

>>> Wayne McBain <w.mcbain@att.net> 2/4/2015 9:09 AM >>>
1423058780193_2636 class=yiv4713312150>Steve Ball,
Charles County Director of Planning

Sir,

The industrialization of rural land near/around the airport in Bryans Road is a BAD idea. Taxpayers will once again be asked to subsidize sprawl that benefits a few at the expense of many. Accordingly, we submit that we are totally and vehemently opposed.

Further, we oppose any reference to the proposed Bryans Road Technology Park in the Comprehensive Plan as well as the Cross-County Connector, Extended.

Respectfully,
Wayne H. & Mary Ann McBain
4713312150>4200 Doncaster Drive
Indian Head, MD 20640
301.743.5560

>>> Debi Krahling <debikrahling@hotmail.com> 2/4/2015 9:40 AM >>>

Dear Steve,

I already sent in my response, but when I read this, I'd like to add that I agree to the following comment. If I am not allowed to submit two responses, then please disregard this e-mail. Thank you.

Debi

Please accept this comment for the record of the airport land-use study. The main objective of the study is to "explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park." I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

>>> Hjmsam <hjmsam@aol.com> 2/4/2015 9:47 AM >>>

Dear Mr. Ball:

I do not support taxpayer subsidizing of the development and industrialization of the study area around the private airport in Bryans Road. The airport market study has findings similar to the tech-park market study. Taxpayers have already spent millions on the failed tech-park in Bryans Road. More tax dollars should not be risked, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists such as the revitalization of the town of Indian Head.

The airport study area is rich in natural resources and should be protected from development. I support conservation of the airport study area.

Sharon Moore
6141 Brandywine Road
Hughesville, MD 20637
301-274-3554

>>> "Ford, Don CIV NOSSA" <don.ford@navy.mil> 2/4/2015 9:56 AM >>>
4 February 2015

Good Morning,

I am writing in regards to the further development of the Maryland Airport in Bryans Rd, MD. I am writing not only because I live on Bumpy Oak Rd and my property is included in a basic study area for expansion, but also because I am concerned about the lack of vision and quick profits for a select few, which seems to be a motivating force.

First, please allow me to do a general recap of the situation. The airport is being enlarged. The project has garnered some $7 million dollars of taxpayer moneys which has gone to line the pockets of the owner and developers of the airport. This has been done without any consent of the taxpayer. Already a sewer line has been started to service the airport and every taxpayer in Charles County can expect a minimum of $167/year increase in taxes. I for one don't want the airport expansion or any public utilities to support it, especially if I do not get any benefit and still have to pay so others can get richer.

As an added insult, the area around the airport is being planned for an industrial park. This effort was defeated several years back due to environmental considerations, which have not changed. Further public utilities and further taxpayer outlay of $$$ to support this industrial park will be needed, once more to the benefit of a few and the burden of many (every tax payer in the county). Not to mention the environmental impacts. It is well known that the Mattawoman sewer treatment facility overflows fairly regularly. Adding more sewage to it is a guaranteed method to further pollute Mattawoman Creek.

The area being considered for development is all the following (and more):

Natural resources
  Indian Head Rail Trail

Watershed for the Mattawoman Creek

(thus the Potomac and then the Chesapeake Bay, Maryland's main economical means of generating revenue through fishing and leisure. It is estimated to be over $7 trillion per year. Kill it and you won't need any airports in Maryland)

The Mattawoman Creek is already in decline. When I first started fishing the creek (some forty years ago) the creek was rich in all types of fauna. To see several hundred turtles on one large log was not uncommon, now if you see one turtle when you are out it is cause for celebration. Couldn't tell you the last time I saw an otter. Maryland wildlife and environmental scientists have already warned of the decline due to overdevelopment in the watershed area.

Most of the area is an Audubon Important Bird Area. It provides forest-interior habitat and is a nesting area for the Bald Eagle (also hawks, owls and other large birds of prey).

Most of the area is a state targeted Ecological Area designated the "best of the best" forest.

A large part of the area is in a state "Stronghold Watershed"

It not only contains the Mattawoman creek (important spawning for many species of fishes) but many smaller high quality streams.

Taxpayers were forced to pay millions for the failed Tech-Park in Bryans Rd for water lines and to buy back overpriced land from the developers, who still made $$$, that we the taxpayer gave them because the project was pushed by short sighted commissioners who did not do their homework and didn't know the laws or thought they could get around them. They are trying again. It is the same basic project and the failed Tech-Park.

We have two schools close enough to be exposed to jet exhaust, which is being linked to 'cancer cells' that are popping up in the populations around other airports. The noise of landing jets (during school hours) cannot help but be a major distraction and impediment to learning.

We have an inordinate amount of VACANT employment space in Bryans Rd and Indian Head with Waldorf, La Plata and Fort Washington a few miles away in any direction. Let's use them first; otherwise they will remain an eye sore and a sign of a slumping economy. I might point out the one possible reason would be the Mayors, county commissioners, ... have jumped at every chance to get the government money for subsidized housing with an increase of population and a decrease in generated revenue. Welfare recipients do not have a lot of (if any) discretionary money they can use to support a local economy. Thus we have four Dollar stores in Bryans Rd and Indian Head while McWilliams Ford, the Long Horn, two grocery stores and numerous other businesses have closed their doors and moved away. It would have been better to bring in Mansions on 5 acre lots but our planning commissions are all about the quick $$$ and it seems to be working for them while the rest of the county is most definitely in a slump. It seems the only people in the county that have not suffered in their quality of life are living in Nanjemoy.

If we don't stop it, we will become just like Prince George County and instead of a beautiful rural environment, we will be living in Suburbia at BEST. Our nice relaxed lifestyle will be overwhelmed with continuing and constant tax hikes and increasing population density with all the attendant woes, e.g. crime, dirt, overcrowding in our schools, roads and an infrastructure that cannot handle it. That isn't the future I want, nor the future I want to leave for my children.

It is also important to note, I am an environmental specialist and the little review and background work I've done (so far, I will be doing more), the laws of the United States are being broken. This seems to be especially true in the area of NEPA and the Council for Environmental Quality.

"Executive Order 12898 (February, 1994) (PDF) (5 pp, 19K), "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (EO 12898) directs each Federal Agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high

and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations," including tribal populations."

Sincerely,

Donald R. Ford
Environmental Specialist
Department of the Navy

4 February 2015

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It is also important to note, I am an environmental specialist and the little review and background work I've done (so far, I will be doing more), the laws of the United States are being broken. This seems to be especially true in the area of NEPA and the Council for Environmental Quality.

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Sincerely,

Donald R. Ford
Environmental Specialist
Department of the Navy

>>> <ArthurDLarson@comcast.net> 2/4/2015 10:25 AM >>>

Dear Mr. Ball:

We would like to be on the record in support of conservation in the large area around the airport in Bryans Road. The objectives of the airport land-use study would be satisfied, and millions in taxpayer dollars saved, if the study recommends conservation.

I do not support public-subsidized infrastructure like sewer lines and road widening to industrialize around the airport. The "tech-park" market-study finds the area is uncompetitive with areas already having infrastructure. The airport market-study finds airport will never be a "driver" of development. Taxpayers have already lost millions on the failed tech-park. More tax dollars should not be risked, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists such as the revitalization of the town of Indian Head.

The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations.

Sincerely,

Arthur D. Larson
Irene A Larson
4456 Austin Dr
LaPlata MD 20646-2834

>>> judy creech <jcreech64@gmail.com> 2/4/2015 11:41 AM >>>

--

Dear Charles County Official :

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

Judy Creech
Bryans Road, MD

"*Helping you achieve greater Mobility*"

>>> Josh Urban <joshurban251@gmail.com> 2/4/2015 12:02 PM >>>
To Whom it May Concern,

I would like to comment for the record of the airport land-use study. As a resident and business owner in the county, I do not support my tax dollars subsidizing development and industrialization of the study area.

The study area by the airport is in the Mattawoman watershed, and it's value lies in it's conservation, not exploitation. Our county needs to preserve this gem of a resource. Please protect the natural character of it.

Sincerely,
Joshua D. Urban
Resident of Indian Head
Owner, Rock God Music, LLC, Waldorf

>>> Bob Baldesari <rfbaldesari@gmail.com> 2/4/2015 12:38 PM >>>

Dear Charles County Official :

Please accept this comment for the record of the airport land-use study.

The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport. County taxes are not a 'slush' fund for the benefit of developers and private individuals to use at their discretion for pet projects that provide no benefit to taxpayers. not to mention, the rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

Please be mindful of the environment AND the taxpayers when you make your decision.

Thank you.

Robert F. Baldesari
3200 Devonshire Road
Waldorf, Md. 20601

rfbaldesari@gmail.com

>>> Meredith Sweet <meredith.sweet@verizon.net> 2/4/2015 12:47 PM >>>
>
Dear Mr Ball,

Please accept my comment for the record for the Maryland Airport Land-Use Study. The main objective of this study is to, "explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."
I strongly object to county taxpayers' dollars being used to pay for infrastructure that would support the commercial and industrial development for a privately-owned airport, especially when that development would lead to the destruction and loss of yet more high-value natural resources for the self-same taxpayers. The one thousand acre study area around the airport should be protected with conservation zoning. It is within the Mattawoman watershed and is predominately forested with streams that still have exceptionally good water quality. If developed, it would be yet again another example of the wrong development in the wrong place. The rural location of this study area demands conservation, to protect forest, streams, the environmental character of the Rail Trail and the rural character of the surrounding communities.

And I have to ask why the heck the so-called Indian Head Science and Technology Park is part of this study. That particularly bad idea has already had its own study, namely the Jones Lang LaSalle report, which concluded the industrial/technology park was a high risk/low return investment for the county because, simply put, this type of development in this area is just not viable. One has to ask, why should the area around the *adjacent* Maryland Airport be any different?

How many more times will the county conduct studies, at taxpayers' expense, that tell them "No" before they hear "No"? Granted Western Charles County desperately needs investment options but industrializing a private airport is just not one of them.

Meredith Sweet
Waldorf

>>> <anteater11@verizon.net> 2/4/2015 1:36 PM >>>

Dear Charles County Official:

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

Sincerely,

Ronald & Mary Lockwood

7110 Bensville Rd.

White Plains, Md. 20695

301-645-2119

>>> Kimberly Golden Brandt <kim@friendsofmd.org> 2/4/2015 2:22 PM >>>
Dear Mr. Ball,

Please accept the attached comments from the Smarter Growth Alliance for Charles County regarding the Maryland Airport Land Use Study. We appreciate the opportunity to share our concerns.

Best regards,

Kimberly Golden Brandt
1000 Friends of Maryland
1209 North Calvert Street
Baltimore, Maryland 21202
410-385-2910 Office
410-598-9026 Cell

Smarter Growth Alliance for Charles County

P O Box K
Bryans Road, MD 20616

February 4, 2015 via email: BallSt@charlescountymd.gov

Steven Ball, Director
Charles County Dept. of Planning and Growth Management
200 Baltimore Street
La Plata, MD 20464

Re: Maryland Airport Land Use Study

Dear Mr. Ball:

Thank you for considering these comments on the Maryland Airport land use study from the Smarter Growth Alliance for Charles County (SGACC), a coalition of more than 20 local, regional and state organizations representing approximately 5,000 supporters in Charles County. We advocate programs and policies that support economic development while preserving the county's rural heritage and promoting a healthy outdoors.

The objectives of the land use study (LUS) appear in somewhat different forms in the draft Comprehensive Plan, the Request for Proposals[1] for the study, the letter to stakeholders and the open-house presentation,[2] which was attended by many representatives of SGACC organizations. Appended are the objectives as they appear in the RFP; we couch our remarks around these.

Given that this is a land use study, it is perhaps not surprising that the principles of smarter growth are responsive to many of the objectives and should deeply inform the study. In fact, we see that land use choices around the airport reflect a number of the concerns for the draft Comprehensive Plan that we have attempted to communicate to the Planning Commission. Chief among these concerns is conservation of the remarkable natural and historic assets in the western county. Protecting these assets is a requisite for sustainable nature and heritage tourism[3] and for revitalizing Indian Head as a trail destination town.[4] Such a vision would also better protect against encroachment of the Naval Support Facility, the county's largest employer outside the

[1] Airport Land Use Study, RFP 14-28, December 3, 2013. www.charlescounty.org/webdocs/fs/bidboard/Solicitation293/131203%20-%20RFP%2014-28%20-%20Airport%20Land%20Use%20Study%20-%20Final.pdf
[2] www.charlescountymd.gov/sites/default/files/pgm/planning/mdair_pres1-14-15reduced.pdf
[3] *Nature and Experiential Tourism: Report and Recommendations for Charles County, MD*, Fermata, Inc., Austin TX, October 20, 2000. www.fs.fed.us/recreation/programs/tourism/charles_county.pdf
[4] *Technical Assistance Panel Report, Indian Head Rail Trail*, Urban Land Institute, Bethesda, MD. (May, 2012) http://washington.uli.org/wp-content/uploads/sites/56/2011/06/Indian-Head-Final-Report-Draft.pdf

Board of Education, and would not tempt investment away from Indian Head or the Waldorf Urban Redevelopment Corridor.

We emphasize that four of the six objectives in the study would be simultaneously addressed if the LUS recommended enhanced conservation measures around the airport. Conservation would minimize the public's exposure to risk and noise (Objective A); would prevent encroachment of incompatible uses (Objective C); would much better protect sensitive and declining Mattawoman Creek (Objective D); and would protect the public against the financial risk incurred by providing infrastructure to an area that is uncompetitive with employment centers already having infrastructure[5] (Objective E).

Objective E seeks to economically rationalize expenditures for sewer lines to the area, including the Indian Head Science and Technology Park (tech park). We urge the LUS to reveal the full costs to the public, not only for sewer lines, but also for additional likely costs such as road widening and mitigation for increased traffic that may eventually occur outside the study area.

> For the cost for sewer lines, we refer you to comments by one our members, the Mattawoman Watershed Society (MWS). Based on county estimates, sewer lines to the tech park—included in Objective E—would cost $8 million, excluding future maintenance.
>
> Concerning airport revenues, we refer you again to an analysis by MWS that finds current revenues around $1.5 million. A misleading amount of $9 million, based on the construction phase of the runway, has been advertised by speakers at the open house[6] and a pamphlet distributed by the airport owner.

While public costs have yet to be tabulated, financial risk is strongly implied by the tech park market study and the preliminary conclusions presented at the January 14 open house. The tech park study concluded that residential development was the most likely avenue for the county to recoup costs, a recommendation clearly incompatible with the airport.

With respect to avoiding incompatible uses and public safety (Objectives A and B), Bryans Road is a concern. The present sub-area plan for a new urban center was extremely unpopular when passed by the Board of County Commissioners and remains so. It encourages dense development with little setback on Route 210, causing concern for the Navy, which transports energetic materials to its facility in Indian Head.[7] The sub-area plan has a central core zoned for 8000 housing units. The new runway alignment places the northern flight-path directly over this urban core. Planning Bryans Road for a mixed-use village, as advanced in the "merged" comprehensive plan scenario, would alleviate the risk imposed by this incompatibility.

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[5] *Indian Head Science & Technology Park Market Analysis and Due Diligence Services*, prepared by JLL for Charles Count Dept. of Economic Development (October 2, 2014). www.boarddocs.com/md/chrlsco/Board.nsf/files/9QTUSD4E36B0/$file/IHTP%20Report%20FINAL.pdf

[6] *Green, business groups face off over airport study*, Maryland Independent, Rebecca Barnabi January 16, 2015

[7] Minutes of the Policy Committee, Indian Head Joint Land Use Study, for 26 September, 2014. http://www.indianheadjlus.com/documents/09262014_IHJLUS_PC%20MeetingMinutes_FINAL.docx

Besides the urban core, the sub-area plan also promotes widespread residential development in the area. An example is the 438-unit Guilford subdivision plan, which curiously is excluded from the LUS study area. Not only is it incompatible with a nearby airport, its density became obsolete when permits for the Cross County Connector were denied by the Army Corps as being "contrary to the public interest."

The quality of schools remains a concern for our member organizations. Both Matthew Henson Middle School and J.C. Parks Elementary School fall *inside* and nearly beneath the standard FAA flight pattern[8] for northerly winds. We note that J.C Parks employs outdoor-classroom techniques in their environmental units. We encourage the LUS to seek means for reducing safety risk and noise exposure to the students of these schools.

The accumulation of overlapping environmental qualities in the study-area are superlative. We refer you to materials already provided by stakeholder groups in our alliance, their subsequent comments and research by ERM. We emphasize here that Mattawoman Creek is under duress from the cumulative adverse impacts of urbanization, including the airport expansion itself,[8] and these effects should be strongly considered in the LUS. We also note that the open-house presentation neglected to acknowledge the predominance of an Audubon Important Bird Area and the quality of the Pomonkey School Stream beyond its Wetland of Special State Concern. This stream and the land around it could serve as outdoor education asset for the nearby schools. The amount of Targeted Ecological Area was also under-represented with obsolete maps.

Despite high ecological value, over 1000 acres in the study-area are zoned for PEP, BP and IG. The RFP also encourages[9] examination of "other areas that could support additional commercial development…" When coupled with the economic risk revealed by the market studies and the presence of employment land in the county sufficient beyond the 2040 horizon of the draft comprehensive plan, the ecological features argue for stronger conservation measures.

We have reservations that Objectives C and F both seem to assume, *a priori*, a LUS outcome that recommends new development. The isolated business park is an outdated planning concept, and businesses seldom relate to aviation when such parks are located near a general aviation airport. Hence aviation-compatible development (Objective C) could be realized with a quite small footprint, likely "within the fence" as indicated in the market analysis by RKG Associates.[2] The development of a "marketing a strategy to promote commercial development and employment opportunities in the surrounding area" (Objective F) appears to be entirely inconsistent with the tech park market study and the findings of RKG Associates' market analysis. It is also inconsistent with the precepts of smart growth, given Charles County's configuration where infrastructure and employment centers are concentrated along the U.S. 301 corridor. This situation will only be amplified by the Nice Bridge replacement. Moreover, modern planning emphasizes redevelopment for its efficiency and resource conservation. Schemes to develop greenfields in the western county can only detract from the need to redevelop Indian Head.

[8] Environmental Assessment for Maryland Airport.
[9] RFP, *op. cit.*, p. III-1

In summary, we believe that the historical location of the airport in an ecologically sensitive area, sandwiched between Mattawoman Creek stream-valleys and Bryans Road, presents overwhelming obstacles to leveraging it for greenfield development. Consideration of the land use study objectives underscores this: residential development is incompatible with an airport, and new commercial development on greenfields is not only inefficient and outdated, but unmarketable in the area. We believe an objective analysis would have little problem recommending increased conservation of the area through zoning, easements and purchase.

Sincerely,

Kimberly Brandt
Local Policy Director, 1000 Friends of Maryland

Kelly Canavan
President, AMP Creeks Council

David Curson
Director of Bird Conservation, Audubon Maryland-DC

Bonnie Bick
President, Chapman Forest Foundation

Julie Simpson
President, Citizens for a Better Charles County

Andrew Galli
Maryland Program Manager, Clean Water Action

Cheryl Cort
Policy Director, Coalition for Smarter Growth

Hal Delaplane
President, Conservancy for Charles County

Scott Sewell
Conservation Director, Maryland Bass Nation

Paulette Hammond
President, Maryland Conservation Council

Karla Raettig
Executive Director, Maryland League of Conservation Voters

Kurt R. Schwarz
Conservation Chair, Maryland Ornithological Society

Marney Bruce
President, Maryland Native Plant Society

Ken Hastings
Board Member, Mason Springs Conservancy

Jim Long
President, Mattawoman Watershed Society

Deanna Wheeler
President, Nanjemoy-Potomac Environmental Coalition

Claudia Friedetzky
Chapter Conservation Representative, Sierra Club, Maryland Chapter

David Kanter
Chair, Sierra Club, Southern Maryland Group

Ulysee Davis
President, South Hampton HOA

Bob Lukinic, Conservation Chair
Southern Maryland Audubon Society

cc: Charles County Board of Commissioners

List of objectives as they appear in the Request for Proposals[1] for the Land use Study.

A. Protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive noise from the airport.

B. Prevent the encroachment of incompatible land uses around the airport in order to preserve the future utility of the airport.

C. Ensure the growth of aviation compatible economic development activity within the areas surrounding the airport.

D. Assessment of future growth and development with respect to environmental conditions related to the Mattawoman Creek Watershed.

E. Explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park.

F. Develop a marketing strategy to promote the airport as well as potential commercial development and employment opportunities in the surrounding area.

>>> "Ken Hastings" <kensandyh@verizon.net> 2/4/2015 3:00 PM >>>

Please accept these comments from the Mason Springs Conservancy regarding the Airport Land Use Study.

Thanks.

Ken Hastings

February 4, 2015

Steven Ball, Director

Dept. of Planning and Growth Management

BallSt@charlescountymd.gov

200 Baltimore Street

La Plata, MD 20464

SUBJECT: Input to the MD Airport Land Use Study

Dear Director. Ball:

The Maryland Airport is the wrong facility in the wrong place. It grew from a relatively obscure facility for a few local recreational pilots into a proposed overflow airport for private jets. However, these new tourists will be heading somewhere else with no reason to stop in Charles County to eat, sleep or spend money in other ways. They will be relatively affluent – rich enough to fly around in private planes and hire limousines to complete their trips to somewhere besides Charles County.

As the airport has grown, so have the fiscal burdens to be shouldered by the public as well as the threats to Mattawoman Creek. While many visitors to Charles County may use air travel for part of their trip, most will buy a ticket on a scheduled commercial flight to DC or Baltimore and continue with land transportation from there on. It doesn't matter how long the runways are, private jet traffic will not put Charles County on the tourist map.

The task of recommending ways to turn this ill-fated vision into a key piece of Charles County's economic engine seems daunting. Public (mostly federal) money has been funneled into this project without an objective look into the probable future. The Airport is currently an insignificant generator of positive economic impact and seems likely to remain that way in spite of the millions invested in a facility located in a destination beyond the reach of most travelers by air. While the airport pavement and buildings will be fixtures in our future, there is no justification for pouring more public funds into infrastructure to support: employment centers where no new jobs exist; motels without overnight travelers to use them; or empty restaurants for hungry tourists who don't fly in private planes.

One might argue that, eventually, tourists drawn to recreational facilities in Charles County might help fill up those peripheral facilities or that new businesses might settle here and bring new jobs. However, the Airport will not be the catalyst, much less the driving force, for attracting tourists and workers who can't afford to fly on private aircraft. Like it or not, land transportation (private automobiles, mass transit, etc.) will provide the conduit for visitors and new residents to Charles County for the foreseeable future.

Given that Charles County is "stuck" with the MD Airport, our best course of action is to minimize the burdens to future taxpayers and the threats to our environment. Our development patterns should be designed to concentrate development where infrastructure already exists and to utilize redevelopment incentives in places like Waldorf and Indian Head. The last things we need are more boarded-up buildings where trees used to stand paying tribute to the myopic vision of the Airport as the modern-day equivalent of Pike's Peak.

Build it and they will come? Only in the movies.

Sincerely,

Ken Hastings

Mason Springs Conservancy

39044 Holly Drive

Mechanicsville MD 20659

(301)884-4872

Bumpy OAK RD ROW Loan Calculator

	Enter values	COST OF CONST	DISCOUNT RATE
Loan amount	$ 2,842,890.00	$ 2,895,000.00	1.80%
Annual interest rate	2.500%		
Loan period in years	15		
Start date of loan	7/1/2014		
Monthly payment	$ 18,956.08		
Annual Total pyment cost	$ 227,473.00		
Number of payments	180		
Total interest	$ 569,205.07		
Total cost of loan	$ 3,412,095.07		

>>> "Collins, John" <John.Collins@aopa.org> 2/4/2015 5:02 PM >>>
Dear Mr. Ball,

Please see the attached letter regarding the Maryland Airport Land Use Study. If you have any questions please feel free to contact me.

Sincerely,

John

John L Collins | Manager, Airport Policy
Aircraft Owners & Pilots Association
421 Aviation Way | Frederick, MD 21701
P: 301-695-2119 | F: 301-695-2278

421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

February 4, 2015

Mr. Steven Ball
Director of Planning
Charles County Department of Planning and Growth Management
Planning Division
P.O. Box 2150
La Plata, MD 20646

Dear Mr. Ball:

The Aircraft Owners and Pilots Association (AOPA) is the world's largest aviation organization represents the general aviation interests of pilots and aircraft owners, including 5,582 of our members in the state of Maryland. On behalf of our membership, AOPA is committed to ensuring the future viability and development of general aviation airports and their facilities as part of a national transportation system.

AOPA regularly advocates for compatible land use planning around our national airports. Many states have compatible land use guidance that assists airport sponsors and communities to develop compatible land use plans. Compatible land use guidelines serve several purposes, chief of which are the health, safety and welfare of citizens on the ground and in the air. Residential developments around public use airports are not a very compatible land use, while uses that limit public gathering or residential density would be better uses.

The land use plan that Charles County is proposing appears to strike a balance between the airport needs and the community needs. We would encourage continued dialogue among all parties to come up with the best plan possible.

Thank you for your consideration of our views on this issue. If we can be of further assistance, please contact our staff at 301-695-2200.

Sincerely,

John L. Collins
Manager
Airport Policy

>>> Alex Winter <alexbillwinter@gmail.com> 2/4/2015 5:38 PM >>>

I am against the industrialization around the airport. I am for protection of Mattawoman Creek. They are not consistent with each other. You can t have both. One is wrong - the industrialization. One is right - the protection of Mattawoman Creek.

The current attempt to industrialize sensitive lands in Western Charles County near the airport is part of an ongoing pattern. Until we find a way to make people disclose how they make money from government actions, a certain club of people will feel unrestrained in trying to get the public to pay for infrastructure that only benefits a few.

Something is driving a certain small segment of the local population to push for intense development in western Charles County, even though regulators and citizens keep saying it's a bad idea. The people overwhelmingly spoke out against the developer-designed Comprehensive Plan and that has yet to be fixed. Will it be now that we have a board of commissioners who are friendly to good planning and smarter growth.

The Cross County Connector extension into the sensitive lands of western Charles

County was rejected by the Army Corps of Engineers as not in the public interest, but the developers' allies on the old Board of Commissioners and on the Planning Commission acted like the rejection never happened. They kept it in the Comprehensive Plan – reason enough to throw out that abomination – and kept on talking about how, in the words of one Planning Commission member, they could "punch through" the sensitive lands of western Charles County.

Now they claim that if they could just industrialize over 1,000 acres of forest, everybody would be rich. Former Commissioner Murray Levy said, at the January 14 meeting on the subject, that the goal should be to make it intense, like Dulles Airport, and that, yeah, it would be noisy, but then so is the ringing of the cash registers. Ordinary citizens, do not ask for whom the cash register rings, because we all know it's not for us, it is for the special people Murray Levy likes to represent. These are the same people who starved a reasonably planned and fully approved tech park near 301, already in the books and infrastructure present, in the hopes that they could turn some woods in western Charles into a tech park with the help of government subsidies. Agency experts studied the issue and said, this won't work economically, it's in the wrong place. So the western Charles tech park isn't happening, but already, thanks to the willingness of past Commissioners to serve special interests and not the general interest, taxpayers have already enriched some of the parties involved – public cost but no public benefit.

It's not good economics or good planning that is kindling the desire to build an unneeded cross county connector extension, to site a tech park where it makes no sense, to industrialize an area where such activities are clearly unpopular. It makes more sense, given the ecological sensitivity of the area, to aim for conservation in this area and invest where infrastructure exists in Indian Head and the 301 corridor.

Alex Winter

PO Box 179

Bryans Road MD 20616

301 518 2708

--

Alex Winter
alexbillwinter@gmail.com
(301) 518-2708
Sheryl Romeo Real Estate
3108 E. Ridge Road
Accokeek, MD 20607
301-848-1127
www.sherylromeo.com

>>> David Riston <driston10@hotmail.com> 2/4/2015 6:31 PM >>>

Dear Charles County Official :

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an advantageous atmosphere around the two schools.

David Riston
5510 Raphael Drive
Pomfret, MD 29675
301-392-3060

Bumpy OAK RD ROW Loan Calculator

	Enter values	COST OF CONST	DISCOUNT RATE
Loan amount	$ 2,842,890.00	$ 2,895,000.00	1.80%
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Number of payments	180		
Total interest	$ 569,205.07		
Total cost of loan	$ 3,412,095.07		

>>> Kent Hibben <kentlhibben@gmail.com> 2/4/2015 7:21 PM >>>

Steve Ball, Director of Planning
BallSt@charlescountymd.gov

Subject:
For the Record: Support Conservation for Airport Study Area

Dear Mr. Ball:

I wish to be on the record in support of conservation in the large area around the airport in Bryans Road. The objectives of the airport land-use study would be satisfied, and millions in taxpayer dollars saved, if the study recommends conservation.

I do not support public-subsidized infrastructure like sewer lines and road widening to industrialize around the airport. The "tech-park" market-study finds the area is uncompetitive with areas already having infrastructure. The airport market-study finds that the airport will unlikely be a "driver" of development such as would be the far wiser revitalization of the town of Indian Head.

The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for my and everyone's present and future generations.

I look forward to hearing of your favorable consideration toward conservation.
Sincerely,

Kent L. Hibben

1140 Overlook Drive

Accokeek, MD 20607
Charles County lifelong owner-resident

ppl))ô out))li p

>>> Bonnie Bick <bonniebick@gmail.com> 2/4/2015 10:58 PM >>>

February 4, 2015 via email: BallSt@charlescountymd.gov

Steven Ball, Director

Charles County Dept. of Planning and Growth Management 200 Baltimore Street La Plata,

MD 20464

Re: Land-Use Study for Maryland Airport

Dear Mr. Ball:

Thank you for considering Chapman Forest Foundation comments on the Maryland Airport land-use study.

Our organization has special interest in the land that is in the airport study area because of the location partially includes Chapman Forest.

The "south side" of Chapman Forest was designated as Mattawoman Wildlands in the

Annapolis General Assembly last session because it is important fish spawning habitat and its high level of biodiversity. The Pomonkey School Stream has very high water quality and contains wetlands of Special State Concern, it runs through the Mattawoman drainage of Chapman Forest. The Pomonkey School Stream runs through the new wild lands and would be degraded by any development located in this sensitive sub-watershed.

There are many other valuable environmental attributes in the airport study area that would be put at risk by the industrialization of the study area; Audubon Important Bird Areas; DNR designated Strong Hold Watershed; DNR's Targeted Ecological Area; DNR's Green Infrastructure Hub and Corridor Forest containing many steep slopes and stream valleys. From the environmental and the economic prospective the idea of commercializing this sensitive land is inappropriate. There are more appropriate areas for investment, where the infrastructure is already in place, and the economic development is desired and needed.

Developing the sensitive area around the airport is counter to proper investment in Indian Head. The proposal to revitalize Indian Head should have top priority. Smart Growth investment in Indian Head would help turn it into a tourist destination and Rail Trail Town. Indian Head can and should be a valuable county asset and an important part of the counties heritage tourism program.

Our organization also signed on to the excellent comments from the Smarter Growth Alliance for Charles County.

Thank you and sincerely,

Bonnie Bick

Chapman Forest Foundation

>>> Kimberly Golden Brandt <kim@friendsofmd.org> 2/5/2015 9:54 AM >>>
Dear Mr. Ball,

Port Tobacco River Conservancy signed-on to the SGACC comments yesterday after I sent the letter to you. I have added them to the letter. There are no other changes, however I understand if you cannot accept the letter with this change today.

Best,
Kim

Kimberly Golden Brandt
1000 Friends of Maryland
1209 North Calvert Street
Baltimore, Maryland 21202
410-385-2910 Office
410-598-9026 Cell

Smarter Growth Alliance for Charles County

P O Box K
Bryans Road, MD 20616

February 4, 2015 via email: BallSt@charlescountymd.gov

Steven Ball, Director
Charles County Dept. of Planning and Growth Management
200 Baltimore Street
La Plata, MD 20464

Re: Maryland Airport Land Use Study

Dear Mr. Ball:

Thank you for considering these comments on the Maryland Airport land use study from the Smarter Growth Alliance for Charles County (SGACC), a coalition of more than 20 local, regional and state organizations representing approximately 5,000 supporters in Charles County. We advocate programs and policies that support economic development while preserving the county's rural heritage and promoting a healthy outdoors.

The objectives of the land use study (LUS) appear in somewhat different forms in the draft Comprehensive Plan, the Request for Proposals[1] for the study, the letter to stakeholders and the open-house presentation,[2] which was attended by many representatives of SGACC organizations. Appended are the objectives as they appear in the RFP; we couch our remarks around these.

Given that this is a land use study, it is perhaps not surprising that the principles of smarter growth are responsive to many of the objectives and should deeply inform the study. In fact, we see that land use choices around the airport reflect a number of the concerns for the draft Comprehensive Plan that we have attempted to communicate to the Planning Commission. Chief among these concerns is conservation of the remarkable natural and historic assets in the western county. Protecting these assets is a requisite for sustainable nature and heritage tourism[3] and for revitalizing Indian Head as a trail destination town.[4] Such a vision would also better protect against encroachment of the Naval Support Facility, the county's largest employer outside the

---

[1] Airport Land Use Study, RFP 14-28, December 3, 2013. www.charlescounty.org/webdocs/fs/bidboard/Solicitation293/131203%20-%20RFP%2014-28%20-%20Airport%20Land%20Use%20Study%20-%20Final.pdf
[2] www.charlescountymd.gov/sites/default/files/pgm/planning/mdair_pres1-14-15reduced.pdf
[3] *Nature and Experiential Tourism: Report and Recommendations for Charles County, MD*, Fermata, Inc., Austin TX, October 20, 2000. www.fs.fed.us/recreation/programs/tourism/charles_county.pdf
[4] *Technical Assistance Panel Report, Indian Head Rail Trail*, Urban Land Institute, Bethesda, MD. (May, 2012) http://washington.uli.org/wp-content/uploads/sites/56/2011/06/Indian-Head-Final-Report-Draft.pdf

Board of Education, and would not tempt investment away from Indian Head or the Waldorf Urban Redevelopment Corridor.

We emphasize that four of the six objectives in the study would be simultaneously addressed if the LUS recommended enhanced conservation measures around the airport. Conservation would minimize the public's exposure to risk and noise (Objective A); would prevent encroachment of incompatible uses (Objective C); would much better protect sensitive and declining Mattawoman Creek (Objective D); and would protect the public against the financial risk incurred by providing infrastructure to an area that is uncompetitive with employment centers already having infrastructure[5] (Objective E).

Objective E seeks to economically rationalize expenditures for sewer lines to the area, including the Indian Head Science and Technology Park (tech park). We urge the LUS to reveal the full costs to the public, not only for sewer lines, but also for additional likely costs such as road widening and mitigation for increased traffic that may eventually occur outside the study area.

> For the cost for sewer lines, we refer you to comments by one our members, the Mattawoman Watershed Society (MWS). Based on county estimates, sewer lines to the tech park—included in Objective E—would cost $8 million, excluding future maintenance.
>
> Concerning airport revenues, we refer you again to an analysis by MWS that finds current revenues around $1.5 million. A misleading amount of $9 million, based on the construction phase of the runway, has been advertised by speakers at the open house[6] and a pamphlet distributed by the airport owner.

While public costs have yet to be tabulated, financial risk is strongly implied by the tech park market study and the preliminary conclusions presented at the January 14 open house. The tech park study concluded that residential development was the most likely avenue for the county to recoup costs, a recommendation clearly incompatible with the airport.

With respect to avoiding incompatible uses and public safety (Objectives A and B), Bryans Road is a concern. The present sub-area plan for a new urban center was extremely unpopular when passed by the Board of County Commissioners and remains so. It encourages dense development with little setback on Route 210, causing concern for the Navy, which transports energetic materials to its facility in Indian Head.[7] The sub-area plan has a central core zoned for 8000 housing units. The new runway alignment places the northern flight-path directly over this urban core. Planning Bryans Road for a mixed-use village, as advanced in the "merged" comprehensive plan scenario, would alleviate the risk imposed by this incompatibility.

---

[5] *Indian Head Science & Technology Park Market Analysis and Due Diligence Services*, prepared by JLL for Charles Count Dept. of Economic Development (October 2, 2014). www.boarddocs.com/md/chrlsco/Board.nsf/files/9QTUSD4E36B0/$file/IHTP%20Report%20FINAL.pdf

[6] *Green, business groups face off over airport study*, Maryland Independent, Rebecca Barnabi January 16, 2015

[7] Minutes of the Policy Committee, Indian Head Joint Land Use Study, for 26 September, 2014. http://www.indianheadjlus.com/documents/09262014_IHJLUS_PC%20MeetingMinutes_FINAL.docx

Besides the urban core, the sub-area plan also promotes widespread residential development in the area. An example is the 438-unit Guilford subdivision plan, which curiously is excluded from the LUS study area. Not only is it incompatible with a nearby airport, its density became obsolete when permits for the Cross County Connector were denied by the Army Corps as being "contrary to the public interest."

The quality of schools remains a concern for our member organizations. Both Matthew Henson Middle School and J.C. Parks Elementary School fall *inside* and nearly beneath the standard FAA flight pattern[8] for northerly winds. We note that J.C Parks employs outdoor-classroom techniques in their environmental units. We encourage the LUS to seek means for reducing safety risk and noise exposure to the students of these schools.

The accumulation of overlapping environmental qualities in the study-area are superlative. We refer you to materials already provided by stakeholder groups in our alliance, their subsequent comments and research by ERM. We emphasize here that Mattawoman Creek is under duress from the cumulative adverse impacts of urbanization, including the airport expansion itself,[8] and these effects should be strongly considered in the LUS. We also note that the open-house presentation neglected to acknowledge the predominance of an Audubon Important Bird Area and the quality of the Pomonkey School Stream beyond its Wetland of Special State Concern. This stream and the land around it could serve as outdoor education asset for the nearby schools. The amount of Targeted Ecological Area was also under-represented with obsolete maps.

Despite high ecological value, over 1000 acres in the study-area are zoned for PEP, BP and IG. The RFP also encourages[9] examination of "other areas that could support additional commercial development…" When coupled with the economic risk revealed by the market studies and the presence of employment land in the county sufficient beyond the 2040 horizon of the draft comprehensive plan, the ecological features argue for stronger conservation measures.

We have reservations that Objectives C and F both seem to assume, *a priori*, a LUS outcome that recommends new development. The isolated business park is an outdated planning concept, and businesses seldom relate to aviation when such parks are located near a general aviation airport. Hence aviation-compatible development (Objective C) could be realized with a quite small footprint, likely "within the fence" as indicated in the market analysis by RKG Associates.[2] The development of a "marketing a strategy to promote commercial development and employment opportunities in the surrounding area" (Objective F) appears to be entirely inconsistent with the tech park market study and the findings of RKG Associates' market analysis. It is also inconsistent with the precepts of smart growth, given Charles County's configuration where infrastructure and employment centers are concentrated along the U.S. 301 corridor. This situation will only be amplified by the Nice Bridge replacement. Moreover, modern planning emphasizes redevelopment for its efficiency and resource conservation. Schemes to develop greenfields in the western county can only detract from the need to redevelop Indian Head.

---

[8] Environmental Assessment for Maryland Airport.
[9] RFP, *op. cit.*, p. III-1

In summary, we believe that the historical location of the airport in an ecologically sensitive area, sandwiched between Mattawoman Creek stream-valleys and Bryans Road, presents overwhelming obstacles to leveraging it for greenfield development. Consideration of the land use study objectives underscores this: residential development is incompatible with an airport, and new commercial development on greenfields is not only inefficient and outdated, but unmarketable in the area. We believe an objective analysis would have little problem recommending increased conservation of the area through zoning, easements and purchase.

Sincerely,

Kimberly Brandt
Local Policy Director, 1000 Friends of Maryland

Kelly Canavan
President, AMP Creeks Council

David Curson
Director of Bird Conservation, Audubon Maryland-DC

Bonnie Bick
President, Chapman Forest Foundation

Julie Simpson
President, Citizens for a Better Charles County

Andrew Galli
Maryland Program Manager, Clean Water Action

Cheryl Cort
Policy Director, Coalition for Smarter Growth

Hal Delaplane
President, Conservancy for Charles County

Scott Sewell
Conservation Director, Maryland Bass Nation

Paulette Hammond
President, Maryland Conservation Council

Karla Raettig
Executive Director, Maryland League of Conservation Voters

Kurt R. Schwarz
Conservation Chair, Maryland Ornithological Society

Marney Bruce
President, Maryland Native Plant Society

Ken Hastings
Board Member, Mason Springs Conservancy

Jim Long
President, Mattawoman Watershed Society

Deanna Wheeler
President, Nanjemoy-Potomac Environmental Coalition

Jerry Forbes
President, Port Tobacco River Conservancy

Claudia Friedetzky
Chapter Conservation Representative, Sierra Club, Maryland Chapter

David Kanter
Chair, Sierra Club, Southern Maryland Group

Ulysee Davis
President, South Hampton HOA

Bob Lukinic, Conservation Chair
Southern Maryland Audubon Society

cc: Charles County Board of Commissioners

List of objectives as they appear in the Request for Proposals[1] for the Land use Study.

A. Protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive noise from the airport.

B. Prevent the encroachment of incompatible land uses around the airport in order to preserve the future utility of the airport.

C. Ensure the growth of aviation compatible economic development activity within the areas surrounding the airport.

D. Assessment of future growth and development with respect to environmental conditions related to the Mattawoman Creek Watershed.

E. Explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park.

F. Develop a marketing strategy to promote the airport as well as potential commercial development and employment opportunities in the surrounding area.

February 02, 2015

Steven Ball, Director
Dept. of Planning and Growth Management
200 Baltimore Street
La Plata, MD 20464

Dear Mr. Ball:

Please accept these comments collected for the land-use study being conducted for the Maryland airport.

Sincerely,

Jim Long
Accokeek MD

RECEIVED
FEB 02 2014
BY:

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Tawana R Lane

Address 106 Riverwatch Dr.

City, State Indian Head MD

Zip 20640

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Date 1-14-15

Name Alice Lee Imlay

Address Woodbury Dr.

City, State BRYANS RD MD

Zip

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Date _____

Name LORETTA J. CONNELLY

Address 6705 POMFRET RD

City, State LAPLATA, MD

Zip 20646-5810

Save our rural character, tax dollars, & Mattawoman Creek!

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Date 1-14-15

Name Sandra Bauer

Address 5720 Penguin Pl.

City, State Bryans Road, MD.

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Eileen Watts

Address 1145 Overlook Dr.

City, State Accokeek, MD

Zip 20607

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Date 01-14-14

Name Krupa Patel

Address 4694 Indian Head Hwy

City, State Indian Head, MD

Zip 20640

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The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date _____

Name Elizabeth P. Swann

Address Same

City, State _____

Zip _____

Save our rural character, tax dollars, & Mattawoman Creek!

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Date _____

Name John T. Swann

Address 4745 Brierwood Rd

City, State La Plata, Md 20646

Zip _____

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The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/2015

Name Vincent Ippolito

Address P. O. Box 424

City, State Waldorf MD

Zip 20604

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Paul Ekholian

Address 3925 Stony Hill

City, State Indian Head MD

Zip 20640

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Date 14 JANUARY 2015

Name DOUGLAS E. REED

Address 2874 CAMEO PLACE

City, State BRYANS ROAD, MD

Zip 20616-7011

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Linda Davis

Address 2345 S. Hampton DR

City, State Bryans Road, MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Alex Winter

Address PO B 179

City, State BRYANS ROAD MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

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The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Russ Talcott

Address 9101 American Holly Ln

City, State La Plata MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

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Date Jan 14, 2015

Name Charles Darby

Address 103 Susan Constant CT

City, State LA PLATA MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

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The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Jan 14, 2015

Name Shirley Good

Address 6420 Ashland Road

City, State Bryans Road, Maryland

Zip 20616

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Date Jan. 14, 2015

Name Paul Gatewood

Address 1108a Sanford Lane

City, State Accokeek, MD

Zip 20607

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Date 1/14/15

Name Diane R. Short

Address 120 Woodland Drive

City, State Indian Head MD.

Zip 20640

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Date Jan. 14, 2015

Name John L. Chesley Sr.

Address 8300 Ledbrook Dr.

City, State Pomfret, Md 20675

Zip

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Date

Name Joseph Greer

Address 4850 Maggie pl.

City, State MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-15-15

Name Andelle Kudzal

Address 8807 Dement Court

City, State Waldorf, Md

Zip 20603

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/18/15

Name Julia Powell

Address 51 C Ridge RD

City, State Greenbelt MD

Zip 20770

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Jan. 18, 2015

Name Soren Powell

Address 1126 Apple Valley Rd.

City, State Accokeek, Md.

Zip (20607)

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-18-15

Name Jackie Carlson

Address 15467 Park Ave.

City, State Brandywine MD

Zip 20613

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-18-15

Name Torren Kudzal

Address 8807 Dement Ct

City, State Waldorf, MD

Zip 20603

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-24-2014

Name Haven Carlson

Address 8807 Dement Court

City, State Waldorf, MD

Zip 20603

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Will Kal N 1/18/2015

Name Will Kal N

Address 51c Ridge rd.

City, State Greenbelt MD

Zip 20770

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date JAN 18, 2015

Name JAMES KUDZAL

Address 8807 DEMENT CT.

City, State WALDORF, MD

Zip 20603

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/18/15

Name James Whyte

Address 3001 east ridge road

City, State Accokeek, MD

Zip 20607

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/18/15

Name Lona C Powell

Address 1126 Apple Valley Rd

City, State Accokeek MD

Zip 20607

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1.26.15

Name YVONNE IRVIN

Address 31 MCATINGLY AVE

City, State INDIAN HEAD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date

Name Barbara Talcott

Address 9101 American Holly Ct

City, State La Plata

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Feb 1, 2015

Name Edward K. Joell

Address 31 Mattingly Ave

City, State Indian Head MD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Jan 14, 2014

Name Tara Carlson

Address 8807 Dement Court

City, State WALDORF, MD

Zip 20603

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Kenneth W. Hastings

Address 39049 Holly Drive

City, State Mechanicsville, MD.

Zip 20659

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Roseanne Markham

Address 10708 Prince Charles Dr.

City, State Waldorf, MD 20646

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name WAYNE H. McBAIN

Address 4200 DONCASTER DRIVE

City, State INDIAN HEAD, MD

Zip 20640-3508

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date Jan 14, 2015

Name Holliday Wagner

Address 1910 Bryan Point Rd

City, State Accokeek MD

Zip 20607

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Alice J Gray

Address 6580 Pomfret Rd

City, State Waplata, Md

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Joseph C Gray JR

Address 6580 Pomfret Rd

City, State Waplata, Md

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Hal Delaplane

Address 10645 Village Dr

City, State La Plata, MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Delores Pinkett

Address 3613 Larison Ct

City, State Bryans Road MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date ~~Jim Long~~ 1/14/2015

Name Jim Long

Address 1135 Overlook Dr

City, State Accokeek MD 20607

Zip 20607

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 14 Jan 2015

Name GORDON WATTS

Address 1145 OVERLOOK DR.

City, State ACCOKEEK MD

Zip 20607

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name DAVID BECKNER

Address 6618 BUCKNELL RD

City, State BRYANS ROAD, MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/2015

Name Brendan Moon

Address

City, State La Plata MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Wanda Thomas

Address 4505 Sonny Carroll Pl.

City, State LaPlata, MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Cary Herbst

Address 6225 Bumpy Oak Rd

City, State La Plata MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Cecil Carroll

Address P.O. Box 13

City, State Bryans Rd, MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-22-15

Name Renee Irwin

Address 4040 Forest Lane

City, State Waldorf, Md

Zip 20601

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Frank Gatchell

Address 108 Cedar Lane

City, State Indian Head Md 20640

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-22-15

Name Fran Drain

Address 4040 Forest Lane

City, State Waldorf, Md

Zip 20601

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Wanda Welch

Address 6235 Bumpy Oak Rd

City, State La Plata, MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date January 14, 2015

Name Agnes E. Washington

Address 5060 Hawthorne Road

City, State La Plata, MD 20646

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 14 Jan 2015

Name Don Ford

Address Bumpy Oak Rd

City, State La Plata, MD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Alvin Petrman

Address 2517 Deauthen Ct

City, State Waldorf, MD

Zip 20601

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Carlene Richardson

Address 22 Poplar Lane E

City, State Indian Head, MD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Kevin Grimes

Address P.O. Box 784

City, State La Plata MD

Zip 20646

tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date January 14, 2015

Name William Wright

Address 6215 Bumpy Oak Rd

City, State Laplata MD

Zip 20646

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name LINDA REDDING

Address PO BOX 784

City, State LAPLATA MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 14 Jan 15

Name Leonard L Lentz

Address 6 Highland pl

City, State Indian Head md

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 14 Jan. 15

Name Emma M. Lentz

Address 6 Highland Place

City, State Indian Head

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Hilda Barnes

Address 5233 Red Hill Dr

City, State Indian Head

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Margaret & Bryan Donahue

Address 5870 Bumpy Oak Rd

City, State La Plata MD 20646

Zip

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Richard L Green

Address 4115 Jimmy Green Pl

City, State Waldorf MD 20616

Zip

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Diane Short

Address P.O. Box 13

City, State Bryans Road, MD

Zip 20616

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Lorena L. Sinkler

Address 4225 Burney Oak Rd

City, State La Plata MD 20646

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-15-2015

Name JACKIE DUNSON

Address PO Box 591

City, State White Plains MD

Zip 20695

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Troy Carroll

Address 4550 Sonny Carroll Place

City, State LaPlata, MD

Zip 20646

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Sandra Marshall

Address 6860 Bumpy Oak Rd

City, State La Plata, Md

Zip 20646

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1/14/15

Name Jessica Thomas

Address 4505 Sonny Carroll Pl.

City, State LaPlata, Maryland

Zip 20646

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-14-15

Name Christine L. Wert

Address 6860 Bumpy Oak Rd.

City, State LaPlata Md.

Zip 20646

tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date MARY BOSWELL 1/28/15

Name ↓

Address 7180 CHICAMUXEN RD.

City, State INDIAN HEAD, MD.

Zip 20640

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 01/28/15

Name Tyrone Smith

Address 108 Riverwatch Drive

City, State Indian Head, Md

Zip 20640

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-28-15

Name Marty Gary

Address P.O. Box 9

City, State Colonial Beach, VA

Zip 22443

Save our rural character,
tax dollars,
& Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date

Name William W. Cranford

Address 4865 Strauss Ave.

City, State Indian Head, MD 20640

Zip

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date 1-28-15

Name TONY & KELLY JONES

Address 5195 FAIRFAX HILLS PL

City, State INDIAN HEAD MD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date

Name Bonnie Bick

Address 7601 Oxon Hill Rd

City, State Oxon Hill MD 20745

Zip

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date _____

Name William W. Cranford

Address 4865 Strauss Ave.

City, State Indian Head, MD 20640

Zip _____

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Date 1-28-15

Name Marty Gary

Address P.O. Box 9

City, State Colonial Beach, VA

Zip 22443

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Date 01/28/15

Name Jessica Jackson

Address 3325 Nunahan circle, Unit A

City, State Indian Head, MD

Zip 20640

Save our rural character, tax dollars, & Mattawoman Creek!

Dear Charles County official:

The area around the airport in Bryans Road is rich in natural resources and should be designated for conservation, not for public-subsidized industrialization. Let's protect what's left of our natural areas, stop the decline of Mattawoman Creek from overdevelopment, and start spending tax dollars wisely with a smarter growth approach that develops where infrastructure exists.

Date

Name RON SITOULA

Address 8 RIVERWATCH LN

City, State INDIAN HEAD, MD

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Date FEB 2, 2015

Name SANDRA S. MITCHELL

Address P.O. Box 722, 8789 MITCHELL RD

City, State LA PLATA, MD

Zip 20646

Having served on the Board of Appeals and the Charles Co. Planning Com, & also Chair of CCPC - I support the saving of land around the Mattawoman Creek - We do not need more industrial business in the Bryans Rd & Quelico Mead area →

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Date 15 Jan 15

Name Michael Rhoden

Address 2439 Pimpernel Dr

City, State Waldorf, MD

Zip 20603

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Date 1-17-2015

Name Debra Scoggins

Address 7476 Glen Albin Rd

City, State La Plata, MD

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Name Juliette C. Finkenauer

Address 2436 Pimpernel Drive

City, State Waldorf, MD (20603)

Zip 20603

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Date 2/2/2015

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Address P.O. BOX 722

City, State LAPLATA, MARYLAND

Zip 20646

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Date JAN. 17, 2015

Name Mike MAZZEO

Address 20 Edelen Station

City, State LaPlata MD

Zip 20646

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Address 927 Rye Dr.

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Address 5529 Little Brook Dr.

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until the many empty building
are used for business etc.

Thank you.
Sandra A. Mitchell

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GREER LAW FIRM
GLF

phone: 301.934.7988 | metro: 301.753.8444 | fax: 301.934.7989

William R. Greer, Jr.*
Sue A. Greer

February 4, 2014

RECEIVED
FEB 04 2014
BY:

Stephen Ball
Planning Division
P.O. Box 2150
La Plata, Maryland 20646

Re: Maryland Airport Land Use Study

Dear Mr. Ball:

Thank you for the opportunity to comment on the Maryland Airport Land Use Study. The biggest threat to local airports is a local government's failure to plan for them. That failure to plan can result in the encroachments of incompatible use by both air and land that lead to the ultimate demise of an airport. Therefore, I commend the County for undertaking to a study to develop a land use plan the will protect the airport, allow it to co-exist with the community and enable it to develop into a significant economic engine that can produce tax revenue and jobs for our County.

With respect to the "economic" potential for the Maryland Airport the following information should be noted and taken into consideration:

1. The FAA AEROSPACE FORECAST for FISCAL YEARS 2014 – 2034 predicts an increased demand in small corporate air travel. According to the report, this includes turbo-prop and turbine rotocraft. It further predicts an increase in the manufacturing of small corporate aircraft. Did the study examine capacity issues at both Reagan National Airport and Baltimore Washington International Airport? This writer understands that both airports are experienced increased usage which raises corresponding capacity issues.

2. The study should take into consideration Maryland Airport's designation as a "reliever" airport – one of only eight (8) in the State of Maryland.

3. The study should note that the Maryland Airport is the closest regional airport outside the "no-fly" zone to both Washington, D.C. and National Harbor.

4. The study should examine the accessibility of the Maryland Airport via Maryland Route 210 and Maryland Route 224 versus the accessibility of its competitors in both Maryland and Virginia.

200 Howard Street, Suite 101, P.O. Box 1616, La Plata, MD 20646

*Admitted for the Practice of Law in Maryland, Virginia and the District of Columbia

5. The study should note the lower cost of utilizing Maryland Airport for aviation consumers versus higher the cost of utilizing its competitors in the surrounding jurisdiction, specifically Virginia.

6. The study should note that the above-referenced factors create a prime opportunity for Charles County and the Maryland Airport to capture the market for small commercial aircraft and a prime opportunity to generate jobs and tax revenue.

7. The 2014 the United States Government Accountability Office Report to Congress on the current and Future Availability of Aviation Engineering and Maintenance Professionals there may be a shortage of aviation engineers, maintenance professionals and avionic technicians over the next 10 years. Concurrently there are reports of a "purported" shortage of pilots. These reports create economic opportunities for Charles County and the Maryland Airport. They also create job and job training opportunities for our County.

In order to ensure the long term viability and economic potential of the Maryland Airport, the County should adopt an airport overlay zone that will protect the Maryland Airport from encroachment by air and land. It will further ensure the safety of our citizens and mitigate any concerns regarding noise. Finally, the County should look at the long-term prospects for the airport and ensure that there is sufficient light industrially zoned land around the airport to allow the airport to develop to its fullest potential. The County has recently proposed a new designation on its Comprehensive Land Use Map of "Watershed Conservation." However, the underlying uses and zoning have yet to be defined. Without that information, it is difficult to comment upon the compatibility of such a designation directly adjacent to the airport. It is also difficult to comment on the scope of this boundary adjacent to the Airport. We commend the understanding that this "Watershed" designation will limit encroachment of intense residential development on the airport and that it is intended to address environmental concerns, but caution that care be taken to ensure that the zoning and designation of permissible uses within this designation be crafted to support and not harm the airport, its development and the development of its associated uses.

Again, thank you for the opportunity to comment.

Respectfully,

Sue A. Greer

cc: file

Steven Ball - Letter regarding airport proposals

From: Frank Fox <ff725@yahoo.com>
To: "BallSt@charlescountymd.gov" <BallSt@charlescountymd.gov>
Date: 2/3/2015 8:24 AM
Subject: Letter regarding airport proposals

Dear Charles County Official:

I am writing because I feel the new effort to industrialize the area around the MD Airport is not the best transportation priority.

Revitalizing Waldorf with Transit Oriented Development (TOD) is the best way to signal the state and the federal government that Charles County is serious about their top transportation priority: a light rail link to the Branch Avenue metro station. And don't forget that streamlining Rt 301 on its current alignment is still a good idea.

Securing a link to the Branch Avenue metro station will be a service for all of Southern Maryland. Please turn your attention to achieving reinvestment in Waldorf and away from industrializing the large area around Maryland Airport. The study area is rich in natural resources and inappropriate for public development investment - I support conservation of the forests around the private airport and protection of Mattawoman Creek.

Frank L. Fox
Charlotte Hall, MD

Steven Ball - Airport Study Area

From: Mora Kev <morakev92@yahoo.com>
To: "ballst@charlescountymd.gov" <ballst@charlescountymd.gov>
Date: 2/4/2015 9:02 AM
Subject: Airport Study Area

Subject:
For the Record: Support Conservation for Airport Study Area

Dear Mr. Ball:

I would like to be on the record in support of conservation in the large area around the airport in Bryans Road. The objectives of the airport land-use study would be satisfied, and millions in taxpayer dollars saved, if the study recommends conservation.

I do not support public-subsidized infrastructure like sewer lines and road widening to industrialize around the airport. The "tech-park" market-study finds the area is uncompetitive with areas already having infrastructure. The airport market-study finds airport will never be a "driver" of development. Taxpayers have already lost millions on the failed tech-park. More tax dollars should not be risked, but should be spent wisely with a smarter growth approach that develops where infrastructure already exists such as the revitalization of the town of Indian Head.

The airport study-area is rich in natural resources and is almost entirely forested. Preserving forest protects Mattawoman Creek, which is now showing signs of decline. I support protecting what is left of our natural areas and Mattawoman Creek for present and future generations.

Sincerely,
Kevin Grimes

Steven Ball - MD airport land use study

From: Linda Redding <lreddingcpa@ymail.com>
To: Steven Ball <ballst@charlescounty.org>
Date: 2/4/2015 1:14 PM
Subject: MD airport land use study

As the main objective of the study is stated to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park"*, Charles County is **compelled by fiduciary obligation** to calculate the financial value of loss of ecosystem services if forests were to be destroyed. According to a Cecil County Ecosystem Services study (in 2006 dollars), upland forests produce approx. $12,000/acre/year in services, and riparian forests and wetlands produce approx. $53,000/acre/year in services. (See Table 1. below) Multiplied by 1,000 acres of study area equals a potential loss in public ecosystem services of $12,000,000 to $53,000,000 ***per year***, which public officials would then be forced to try to feebly replace by raising taxes. These are numbers that ***cannot*** be ignored in the cost/benefit calculations of any study that accurately explores "the potential for return on investment" - it should be considered criminal for public officials to ignore such calculations, so great is the public burden when we destroy our own environment. The best public decision that could be made will preserve our rural character by conservation of the forests of the study area. Charles County already has industrialized areas and vacant commercial spaces available. As the market research indicates, it makes little sense to industrialize the study area. It would be fiscally responsible for the County to assist in revitalizing Indian Head, and promote the County's existing vacant commercial spaces/tech park, rather than irresponsibly allowing the permanent destruction our natural resources. From a community viability perspective, I propose a forest easement so that the County and its citizens continue to save millions of tax dollars AND benefit from the value of the forest's ecosystem services.

Linda Redding CPA
PO Box 784
La Plata< MD 20646

Table 1. Estimates of ecosystem service values for Cecil County. **Ecosystem service**	**Estimated value (2006$/ac/yr)**			
	Upland forest	**Riparian forests and wetlands**	**Non-riparian wetlands**	**Tidal marsh**
Carbon sequestration	31	65	65	65
Clean air	191	191	191	?
Soil and peat formation	17	946	450	1,351
Stormwater management/flood control	679	>32,000[5]	32,000	1,430
Water supply	8,630	8,630	8,630	N/A
Clean water	1,100	1,925[6]	1,100[7]	11,000[8]
Erosion and sediment control	151	3,418[9]	151[10]	12,700
Regulation of water temperature	N/A	4,450	N/A	N/A
Pest control	50	50	50	N/A
Pollination	75	75	75	N/A
Wood products	142	N/A	N/A	N/A
Fish and wildlife habitat	(included in recreation)	(included in recreation)	(included in recreation)	617
Genetic information and biological diversity	(ensure species survival)	(ensure species survival)	(ensure species survival)	(ensure species survival)
Recreation	486	534	534	544
Savings in community services	439	439	439	439
Increase in property values	42	42	?	?
TOTAL	**12,033**	**52,765**	**43,685**	**28,146**

Steven Ball - Maryland Airport Land-Use Study

From: Julie Vanderslice <juliev1958@yahoo.com>
To: "BallSt@charlescountymd.gov" <BallSt@charlescountymd.gov>
Date: 2/4/2015 11:04 PM
Subject: Maryland Airport Land-Use Study

Dear Charles County Official :

Please accept this comment for the record of the airport land-use study. The main objective of the study is to *"explore the potential for return on investment to extend sewer lines to the area, including the Indian Head Science and Technology Park."* I do not support Charles County taxpayer subsidizing the development and industrialization of the study area around the private airport.

The rural character of the study area should be protected. The one thousand acre study area around the airport is in the Mattawoman watershed and consists of high value forest and streams with exceptionally good water quality. Conservation is a better designation that will protect streams, forest and the environmental character of the Rail Trail and an adventageous atmosphere around the two schools.

Regards,

Julie Vanderslice
P.O. Box 350
Cobb Island, MD 20625