

# Maryland Airport Land Use Study

## Planning Commission Public Meeting

July 14, 2015

Study sponsored by Charles County Department of  
Planning and Growth Management

Consultant team led by Environmental Resources  
Management

# Why this study?

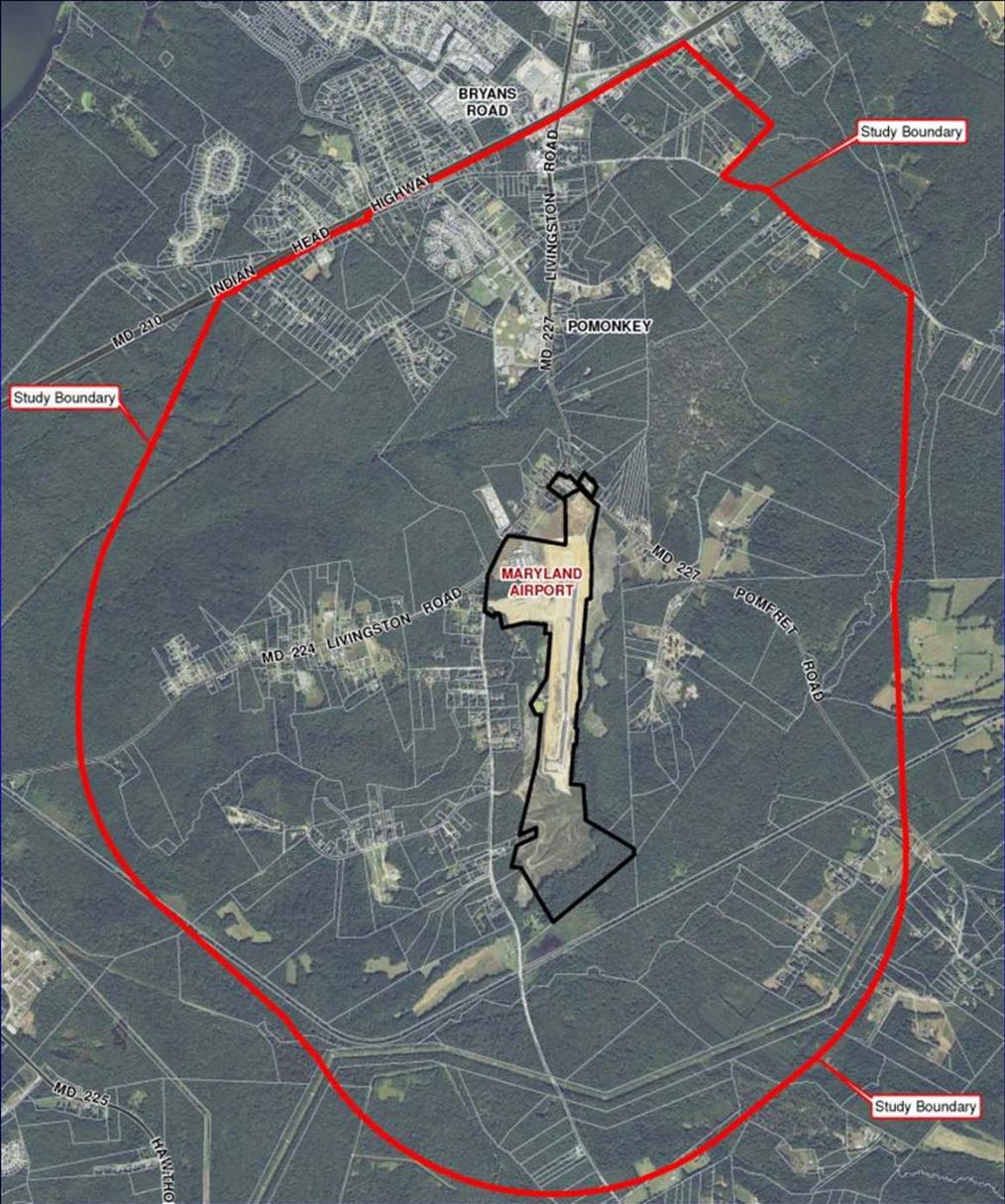
- Examine land uses in light of Maryland Airport Expansion
- Complement the Comprehensive Plan Process

# Additional Objectives

Improve understanding of:

- Impact of airport on surrounding land
  - Noise
  - Safety
- Relationship of surrounding land uses with airport
- Impact of land use changes on Mattawoman Creek and watershed
- Marketing strategies for employment land
- Potential demand for public services

# Study Area

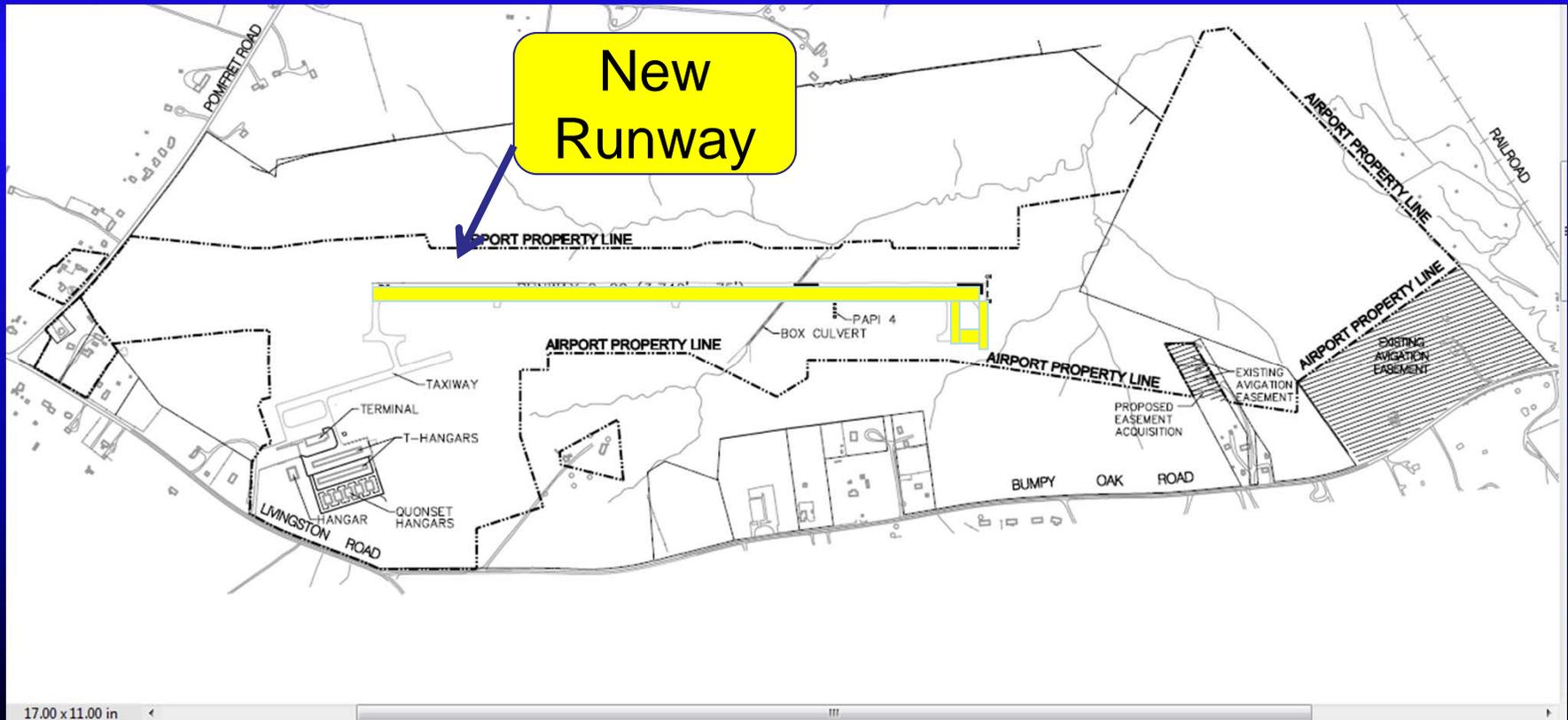


**MARYLAND AIRPORT  
HISTORY AND PLANNED  
IMPROVEMENTS**

# Maryland Airport Operations:

- General Aviation Airport:
  - Private and corporate flights; no commercial flights.
- Reliever for Reagan National Airport
- 2014: 17,000 operations (takeoff or landing), averaging 47 per day.

# Existing Airport Layout

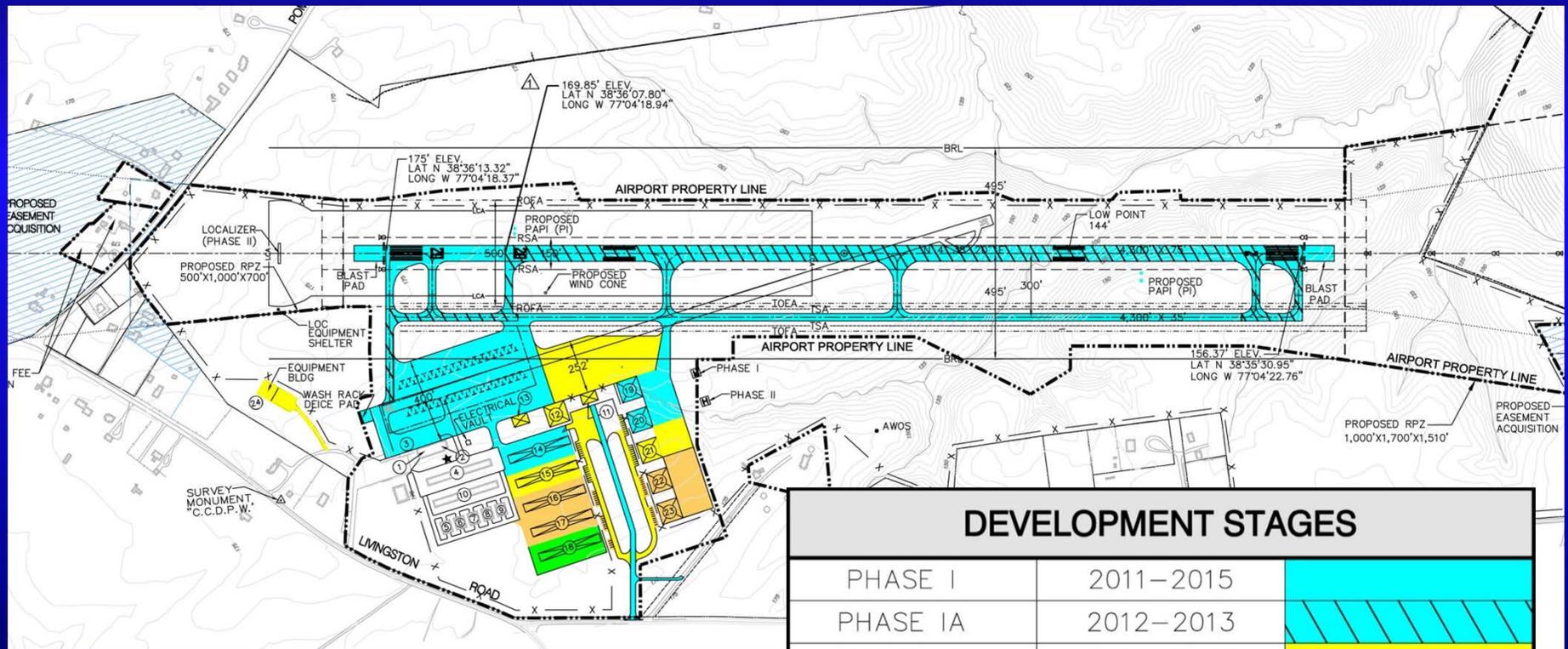


# Planned Airport Improvements

## 2015-2020

- Completion of runway to 4,300 feet (permits issued)
- Completion of parallel taxiway (permits issued, under construction)
- Navigational aids
- New terminal building
- Aircraft parking and movement areas
- Hangars
- Automobile access road

# Planned Airport Improvements Airport Layout Plan



DEVELOPMENT STAGES		
PHASE I	2011–2015	
PHASE IA	2012–2013	
PHASE II	2016–2020	
PHASE III	2021–2030	
ULTIMATE	BEYOND 2030	

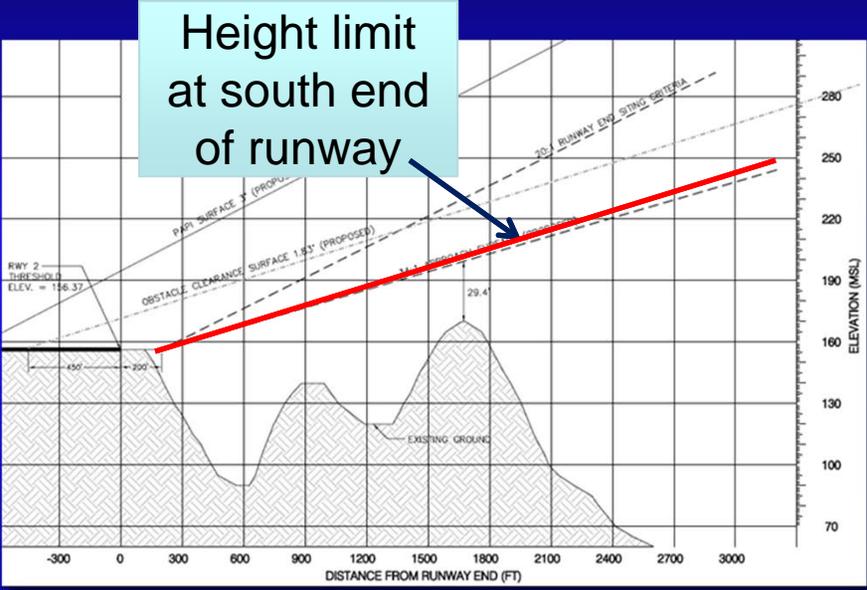
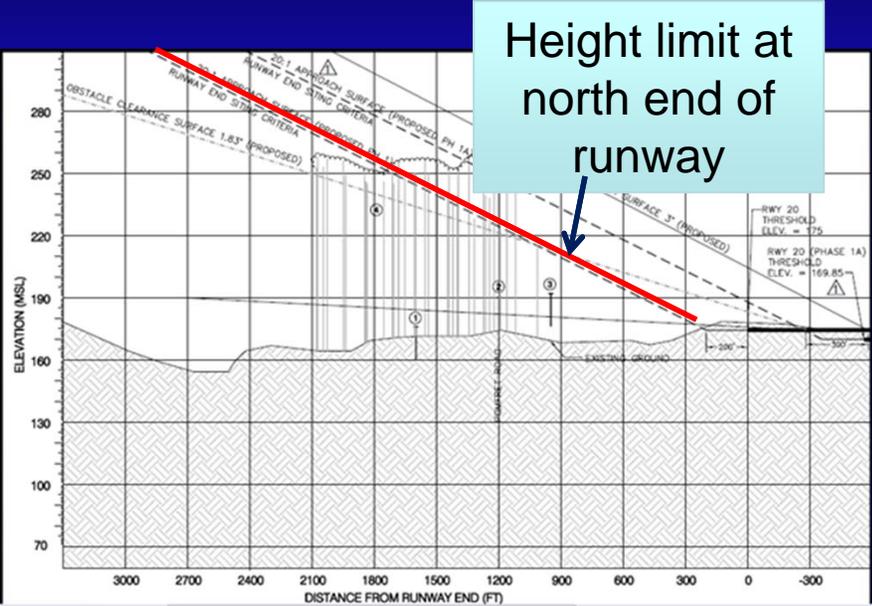
# Beechcraft King Air 200

- New runway designed to accommodate this aircraft
- King Air 200 and similar sized aircraft can safely and efficiently use the new runway.
- 12 passenger capacity with crew of 2 pilots

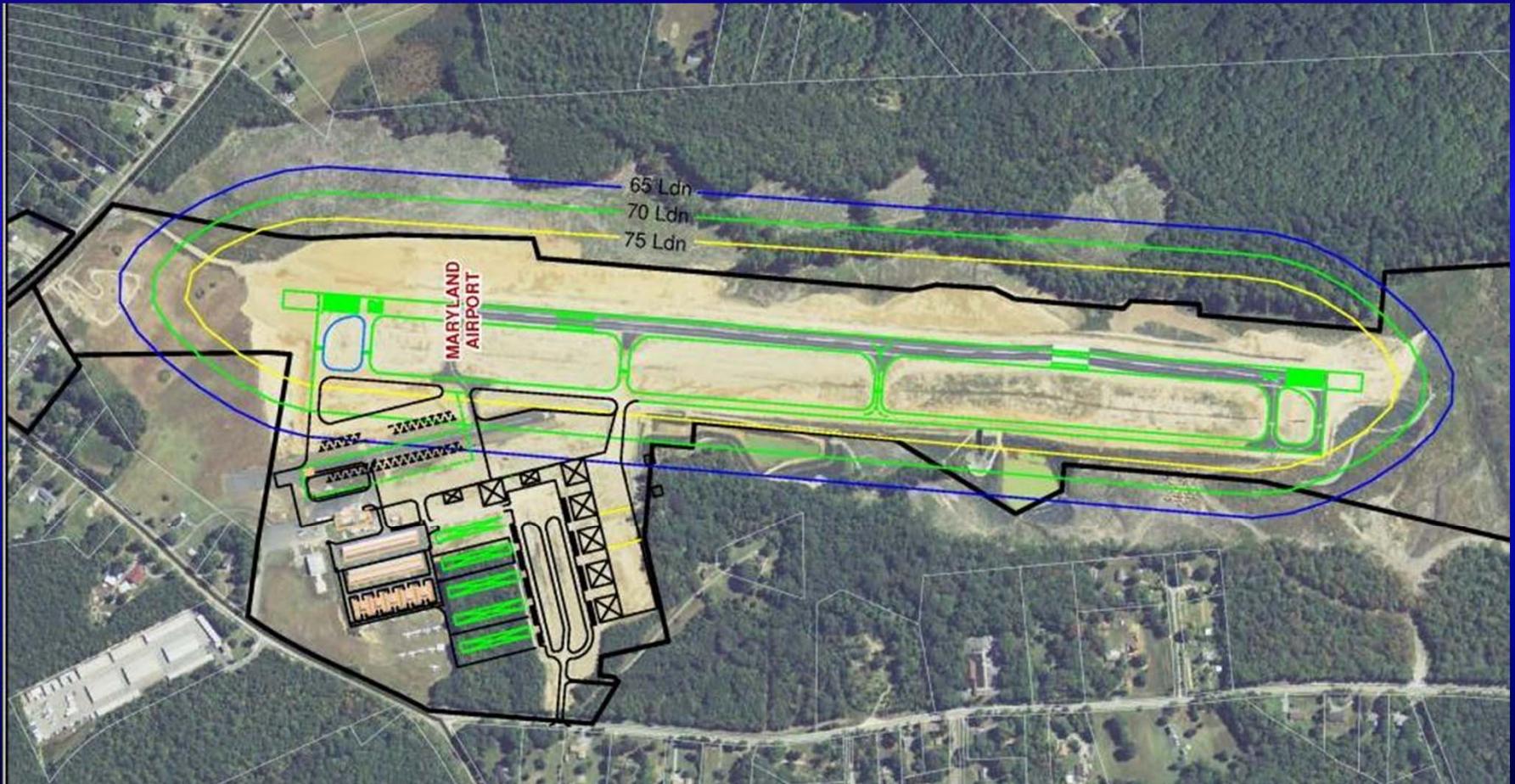


# **AIRPORT IMPACTS**

# Height Impacts



# Noise

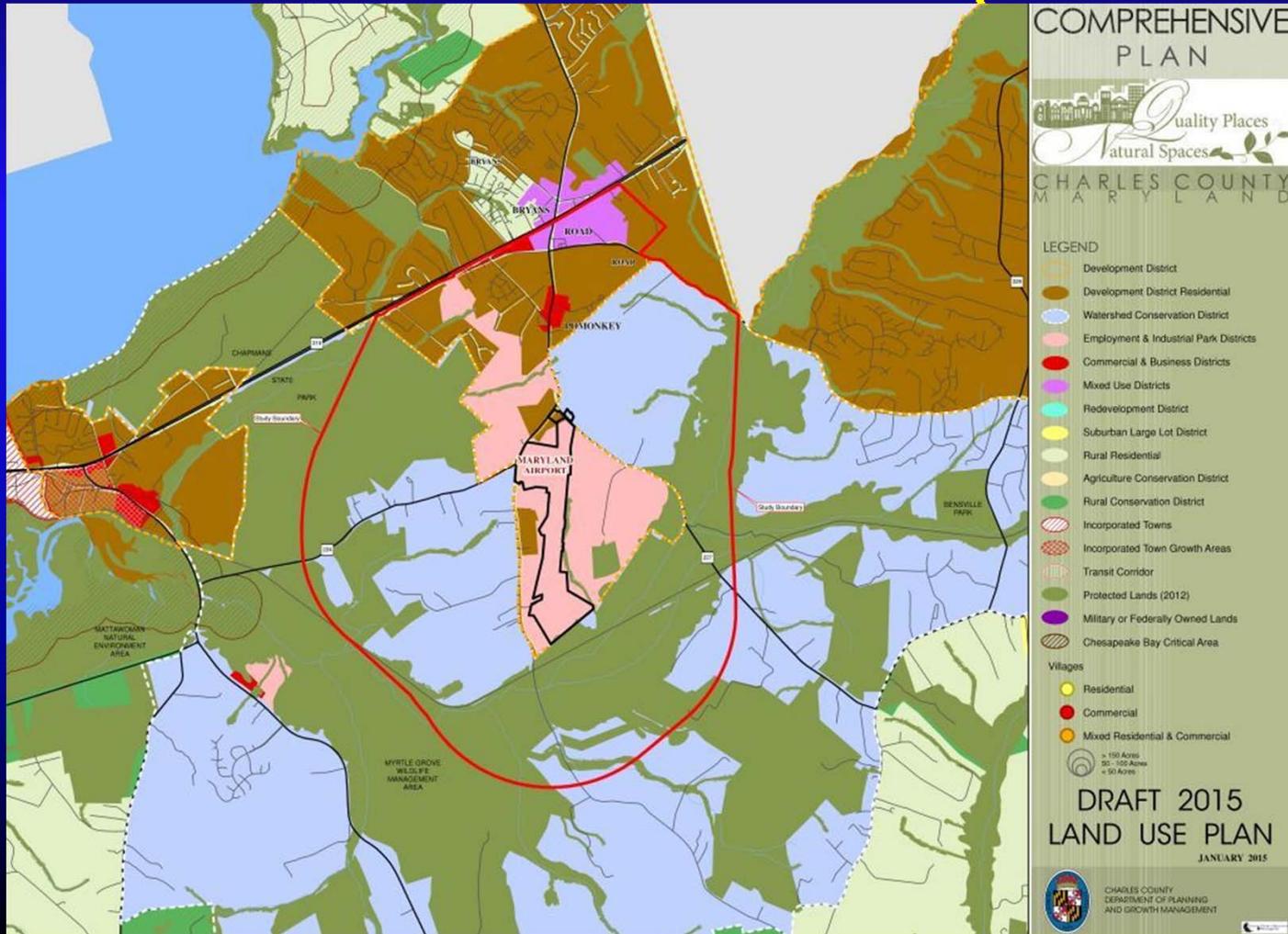


# Employment

- Md Aviation Administration (MAA) reported 122 jobs generated by airport in 2012; included construction-related jobs for new runway.
- Not including construction, 16 people were employed at Maryland Airport in 2012.

# **LAND USE AND ZONING**

# 2015 Proposed Comprehensive Plan Land Use Map

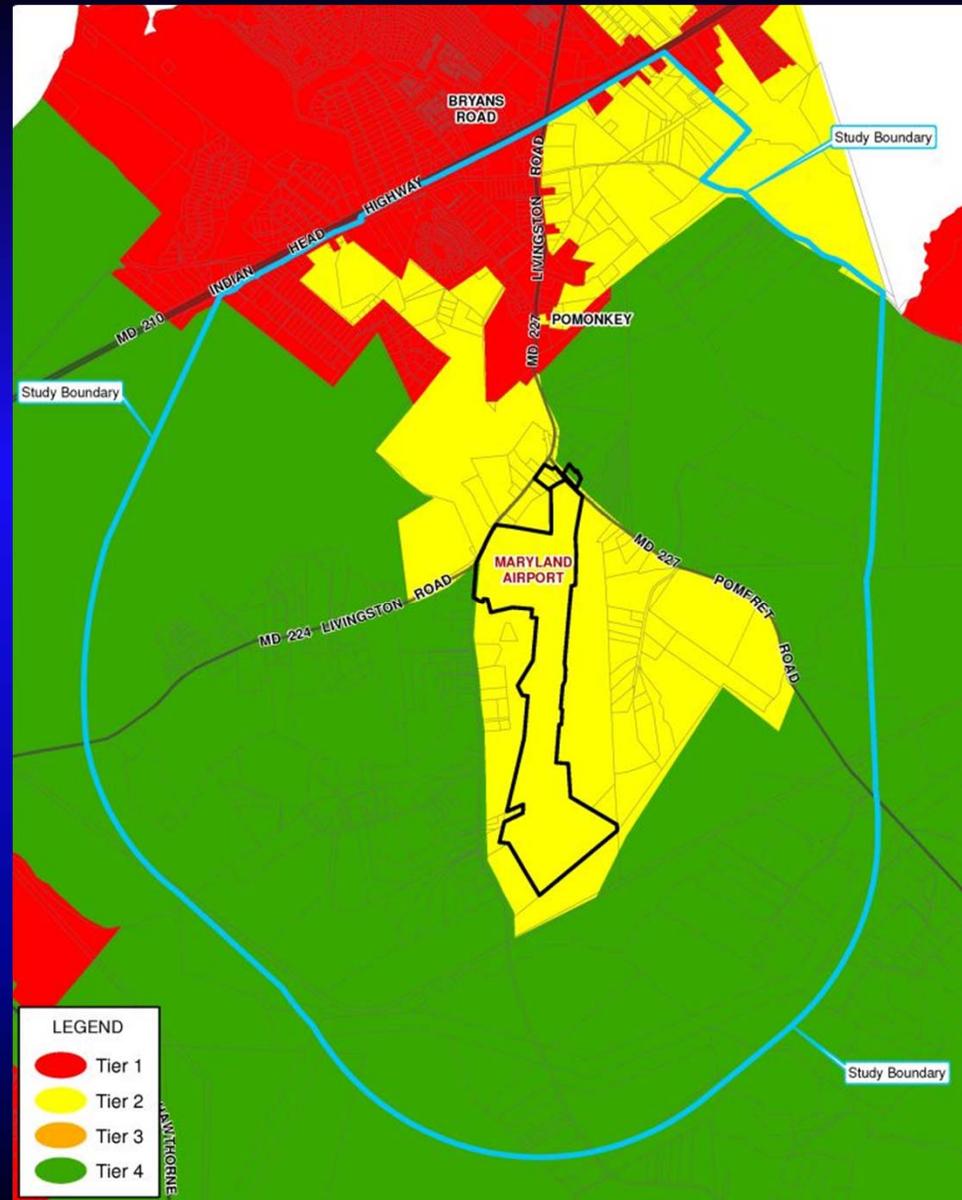


# Tiers Map

Tier 1: Current public sewer service

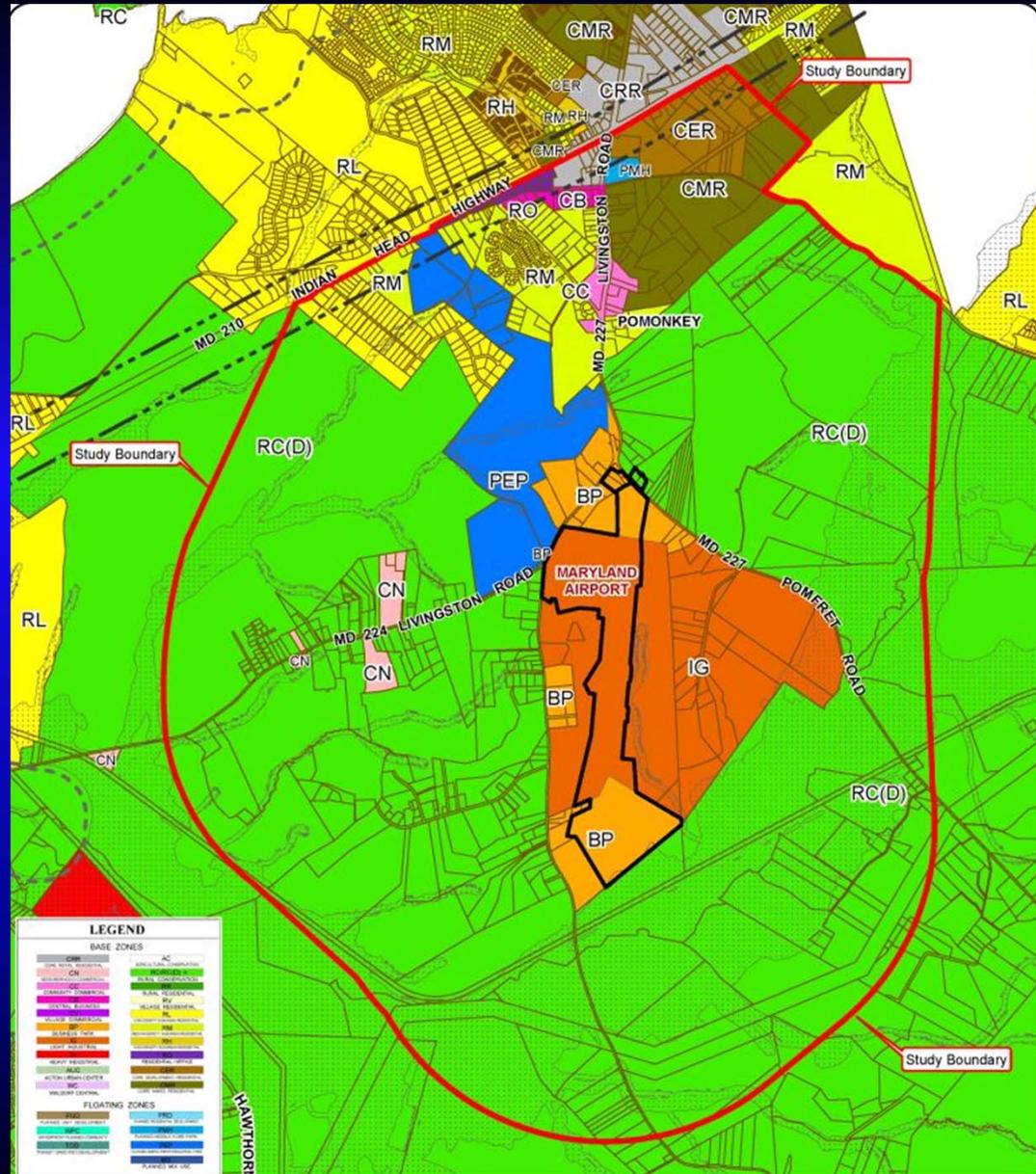
Tier 2: Planned public sewer service

Tier 4: No planned public sewer service



# Zoning Map

- IG (Light Industrial) around airport
- BP (Business Park) north and south of airport
- RC (Deferred) covers most of study area
- PEP (Planned Employment Park)
- Bryans Road Town Center to the north



# Developed, Undeveloped and Protected Land in Study Area

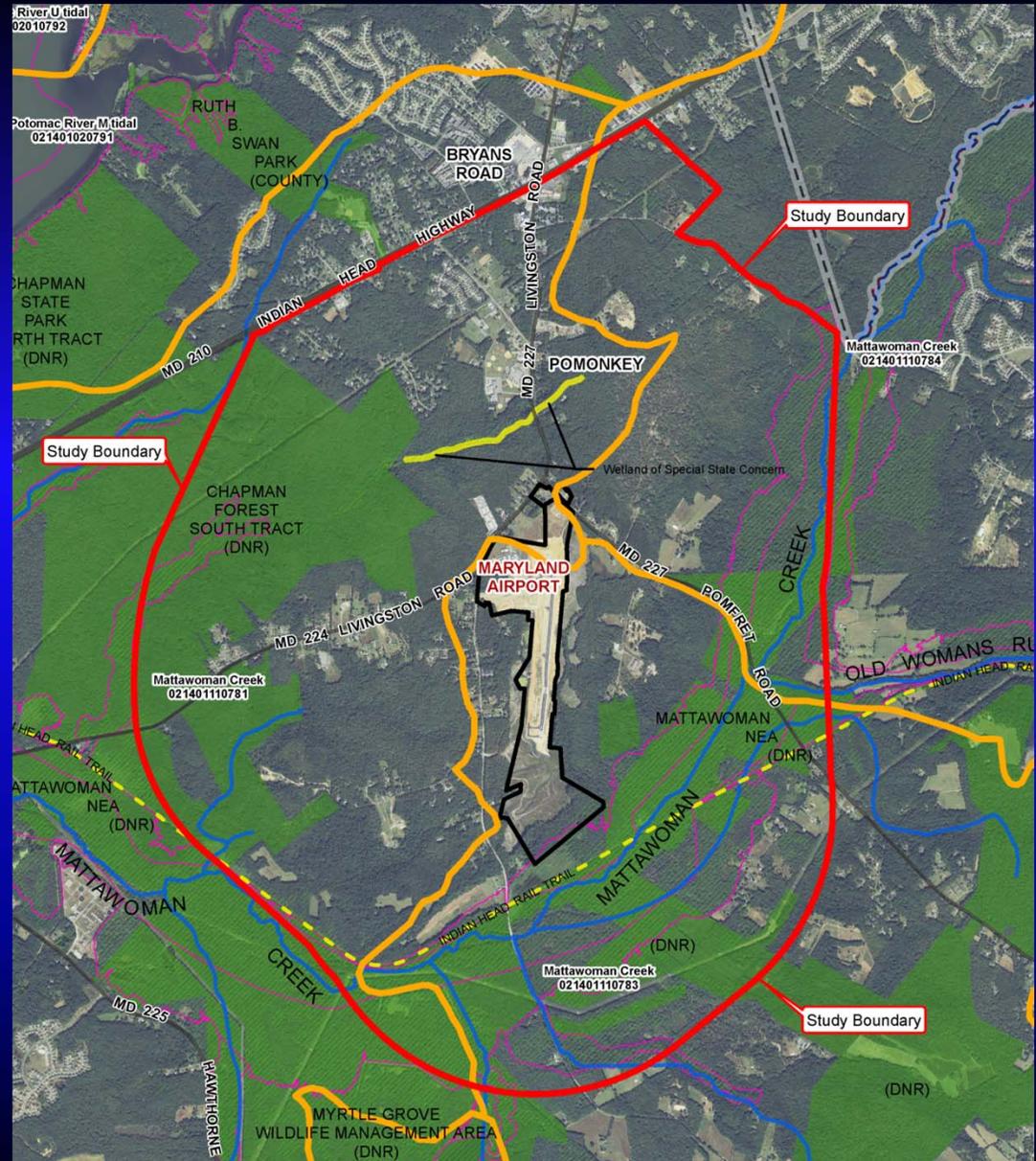
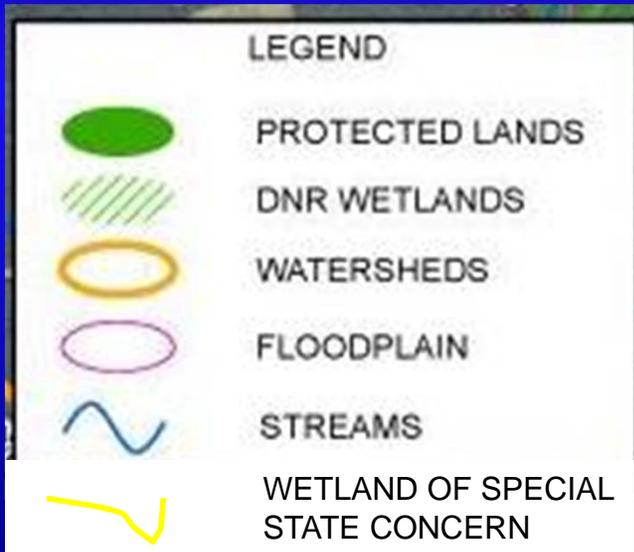
Zone	Acres			
	Developed	Protected	Undeveloped	Total
RC(D)	538	2,253	1,399	4,190
Employment (BP, PEP, IG)	274	98	675	1,047
Residential	215	6	98	319
Commercial, Mixed Use	92	1	292	385
<b>Total</b>	<b>1,119</b>	<b>2,358</b>	<b>2,464</b>	<b>5,941</b>

## Developed Employment Land

- Total 274 acres of developed land in employment zones (BP, IG, PEP)
  - Airport property totals 212 acres; committed to airport use only
  - 26 acres are used for employment or industrial uses
  - 26 acres are residential
  - 10 acres are civic uses

**ENVIRONMENT**

# Environmental Features and Protected Land



# State and Federal Environmental Designations within Study Area

- *WETLAND OF SPECIAL STATE CONCERN*
- *MATTAWOMAN WILDLANDS*
- *STRONGHOLD WATERSHED*
- *TARGETED ECOLOGICAL AREA*
- *CHESAPEAKE RIVERS NATIONAL REFUGE*

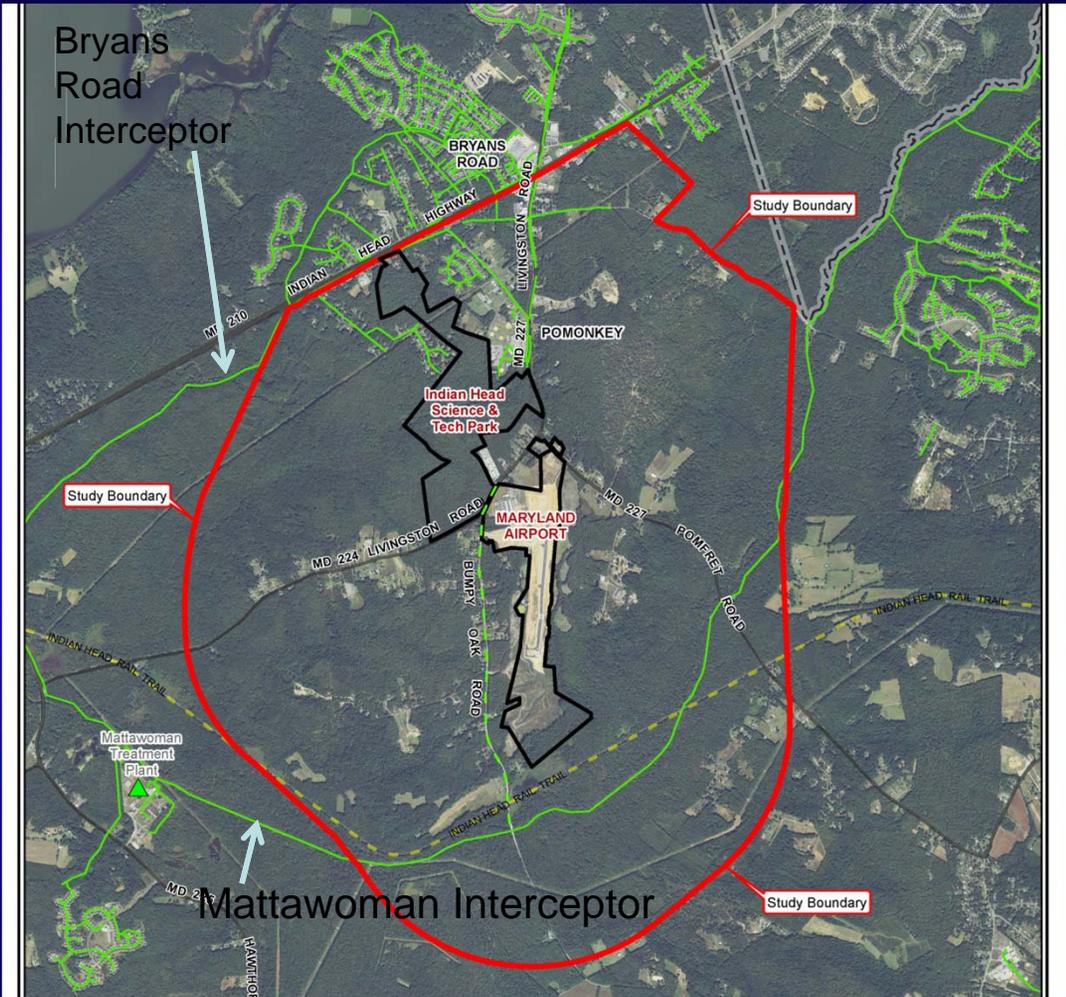
**WATER AND SEWER**

# Sewer Lines

County studying possible new sewer line to serve area currently zoned for employment, including airport and adjacent parcels.

LEGEND

- PROPOSED SEWERLINES
- EXISTING SEWERLINES

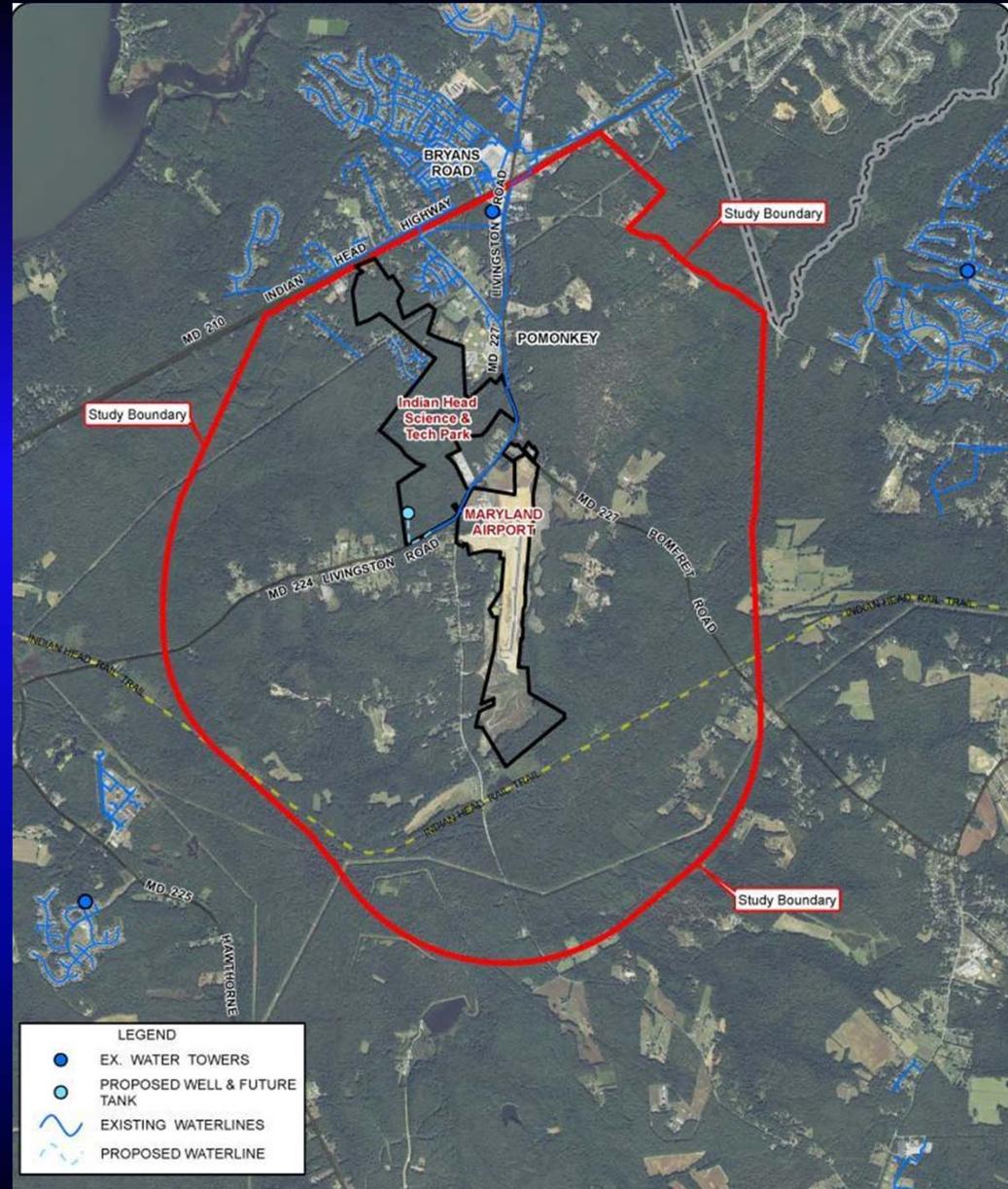


# Water Lines

Water line along MD 224 near airport was completed in 2012

Airport is not connected to public water but has access.

Will connect as improvements are completed.



# **MARKET ASSESSMENT**

# Approach

- Understand opportunities “inside” and “outside” the fence
  - Assessed local market conditions
  - Interviewed stakeholders
  - Comparative analysis
  - Best practices
- Integrated data and findings from Department of Economic Development report prepared for Science and Tech Park.

# Airport Strengths

- Proximity to major markets
- New 4,300 ft. runway increases aircraft base
- Instrument landing capability
- Available land adjacent to airport
- Limited encroachment
- FAA and MAA supported
- State commitment to manufacturing expansion

# Airport Challenges

- Inside the Special Flight Rules Area (SFRA)
- Separation from outside the airport employment land
- Current DoD/Government opportunities limited
- Current physical assets
- Access
- Environmental sensitivities

# Potential Absorption

- Tech Park Market Analysis
  - Study area; 15 mile drive distance
  - Projected annual building absorption: approximately 23,000 square feet
- Airport study area capacity: >3.5 million square feet
  - No market justification to expand the current inventory
  - Does not mean employment land should be redesignated

# Opportunities

- Inside the fence potential
  - Expanded plane storage (hangars)
  - Increased corporate usage (operations)
    - Partnerships with National Harbor and MGM
  - Additional fuel sales
  - Increased maintenance/service needs
- Outside the Fence
  - Employment based uses, as opportunities arise
  - Destination dining

# **RECOMMENDATIONS**

## **A. SAFETY HAZARDS AND NOISE**

- 1. Adopt an Airport Overlay Zone with boundaries extending three miles from the runway centerline**
  - Referrals to Maryland Aviation Administration for tall structures within three miles of runway
  - Public notice on plats and site plans within one mile of runway
- 2. Assist communication as needed between nearby schools and the airport manager**

## **B. ENCROACHMENT**

- 3. Implement the land use policies in the proposed Comprehensive Plan through adoption of a Watershed Conservation zoning district with density no greater than one dwelling unit per ten acres**
- 4. Designate several properties near the airport for Employment use rather than Development District Residential**
  - Currently improved and zoned BP**

## **C. AVIATION-COMPATIBLE ECONOMIC DEVELOPMENT – Land Use**

- 5. Do not designate additional land for employment use at this time**
- 6. Retain the Indian Head Science and Technology Park in its current PEP zoning designation as a long term economic development asset**

**If the County opts to change the designation for other development, designate the southern portion of the site as watershed conservation**

## **C. AVIATION-COMPATIBLE ECONOMIC DEVELOPMENT – Zoning**

- 7. Allow aircraft repair, servicing and supplies within the IG zone**
- 8. Allow vehicle rental businesses in the BP and IG zones**
  - 7. and 8. – only near an airport**
- 9. Attract development with a zoning district similar to the BP zone, but not focused on development of a unified office park**

## **D. MATTAWOMAN CREEK**

- 10. Consider environmental buffer standards specific to industrial zoning districts where industrial zoning includes or abuts streams, wetlands or floodplains**

## **E. SEWER LINE EXTENSION**

- 11. If the County opts to retain the Indian Head Science and Technology Park as a long term economic development asset, make public sewer available to the property**

## **F. Commercial/Employment Development**

- 12. Public/private partnership to fund terminal improvement/expansion**
- 13. Proactive marketing and outreach efforts**
- 14. Modify or seek exceptions to Special Flight Rules Area rules**
- 15. Explore potential for an aircraft services cluster**

**NEXT STEPS**

- Public input to Planning Commission
- Planning Commission Worksession
  - Comments/input from Planning Commission
- Present to County Commissioners
- County may choose to implement recommendations.

**Submit comments to:**

Planning Commission c/o

Charles County Department of  
Planning and Growth Management

Planning Division

P.O. Box 2150

La Plata, MD 20646

[BallSt@charlescountymd.gov](mailto:BallSt@charlescountymd.gov)

This powerpoint will be available for viewing at:

- <https://www.charlescountymd.gov/pgm/planning/maryland-airport-land-use-study>

**ADDITIONAL INFORMATION**

# Maryland Airport Runway completed 2013:



- 3,740 feet long by 75 feet wide.
- Replaced two older runways:
  - Paved runway 3000 by 50 feet
  - Turf runway 1,780 by 100 feet

# Types of Employment Zones within Study Area

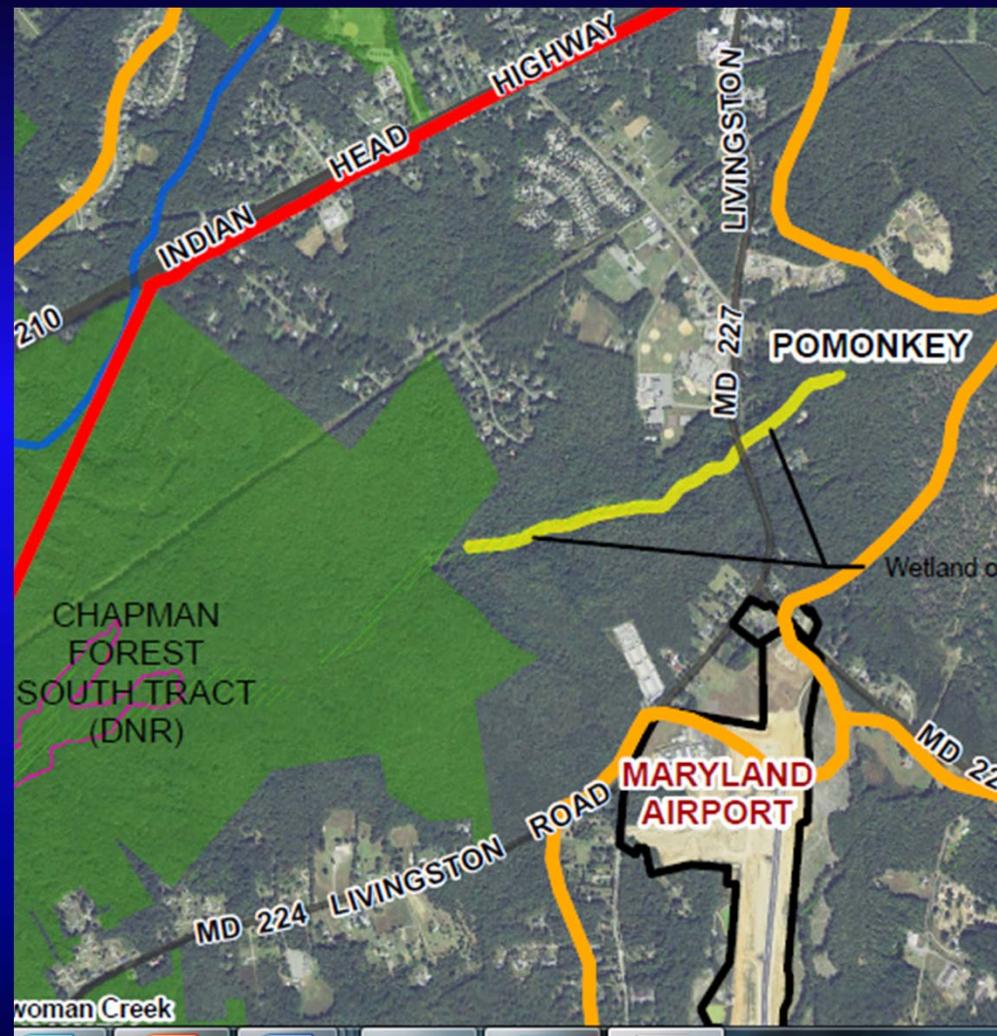
- IG zone:
  - Section 297-92.A: Industrial uses of moderate scale and intensity.
- BP Zone
  - Section 297-291.A : Business and light industrial uses in a park-like setting.
- PEP Zone:
  - Section 297-107: Large-scale, comprehensively planned employment centers.

# Protected Land

- 40 percent of the land within the study area
- Most is Maryland state parkland
- Private conservation easements
- County parks
- Resource Protection Overlay zone – streams, wetlands and their buffers

# Wetland of Special State Concern

- Pomonkey School Stream WSSC
- Listed in COMAR
- Supports a wetland plant considered Highly State Rare; known from fewer than ten sites in Maryland.



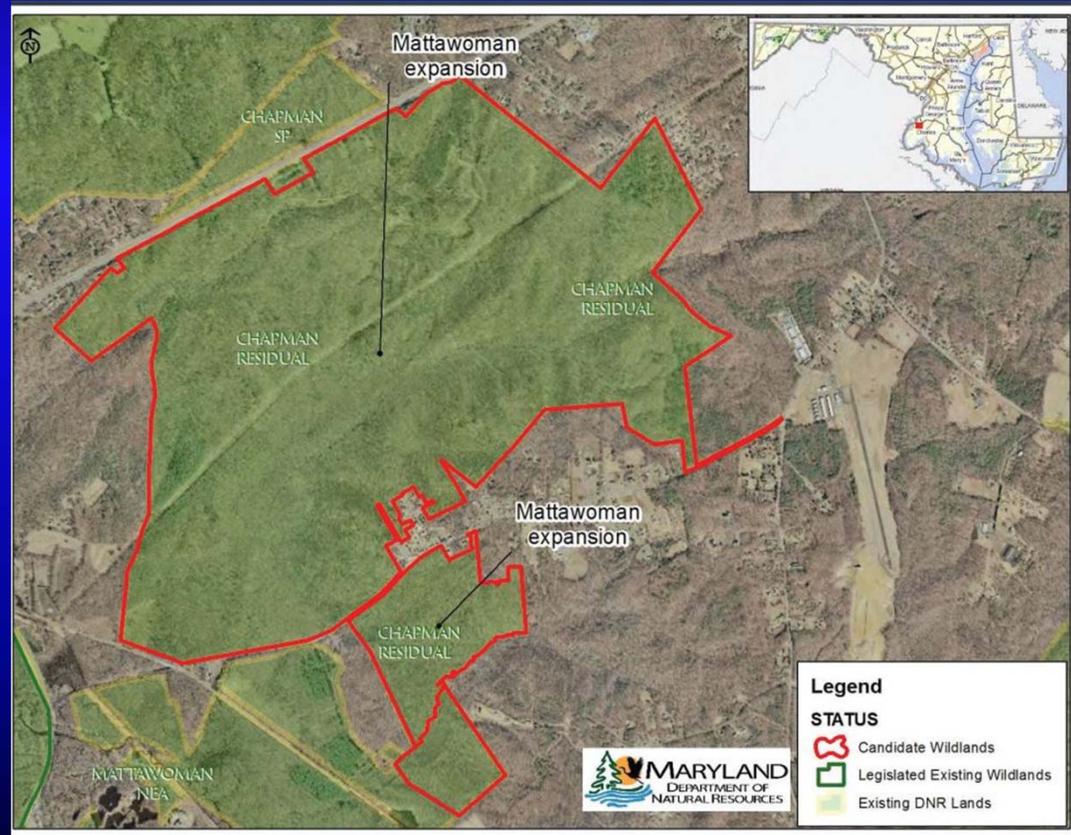
# Mattawoman Wildlands

Map shows 1,388-  
acre expansion in  
2014

South Tract of  
Chapman State  
Forest; much of this  
is within Study Area.

Large wetland  
complex; colony of  
great blue herons;  
rare plants

Wildlands are State-owned lands;  
“Best of the Best.” Established by  
MD General Assembly.

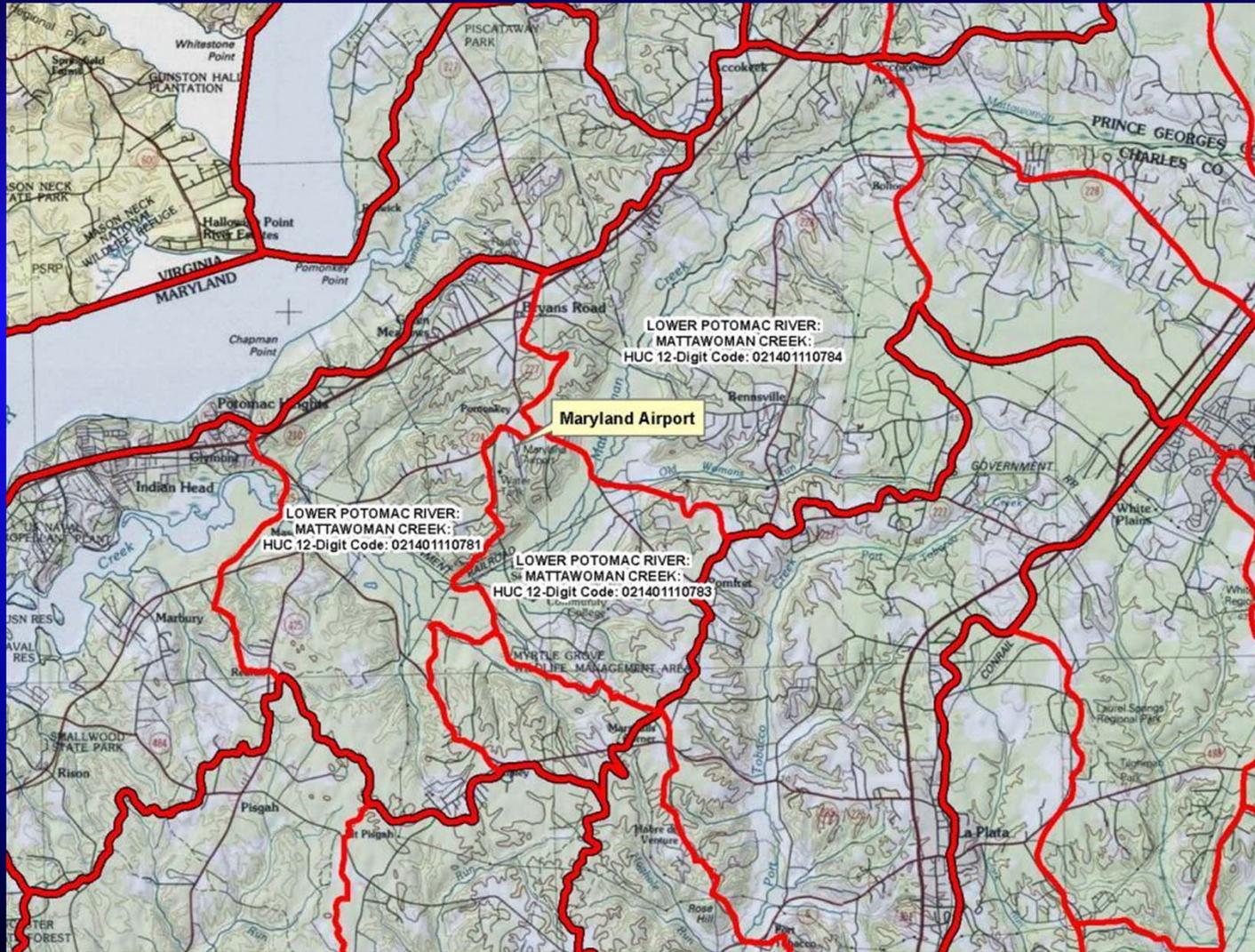


# Stronghold Watersheds

- Watershed covering western half of the Study Area is a Stronghold Watershed.
- Designated by DNR
- “Watersheds in the state that are most important for the protection of Maryland’s aquatic biodiversity.”



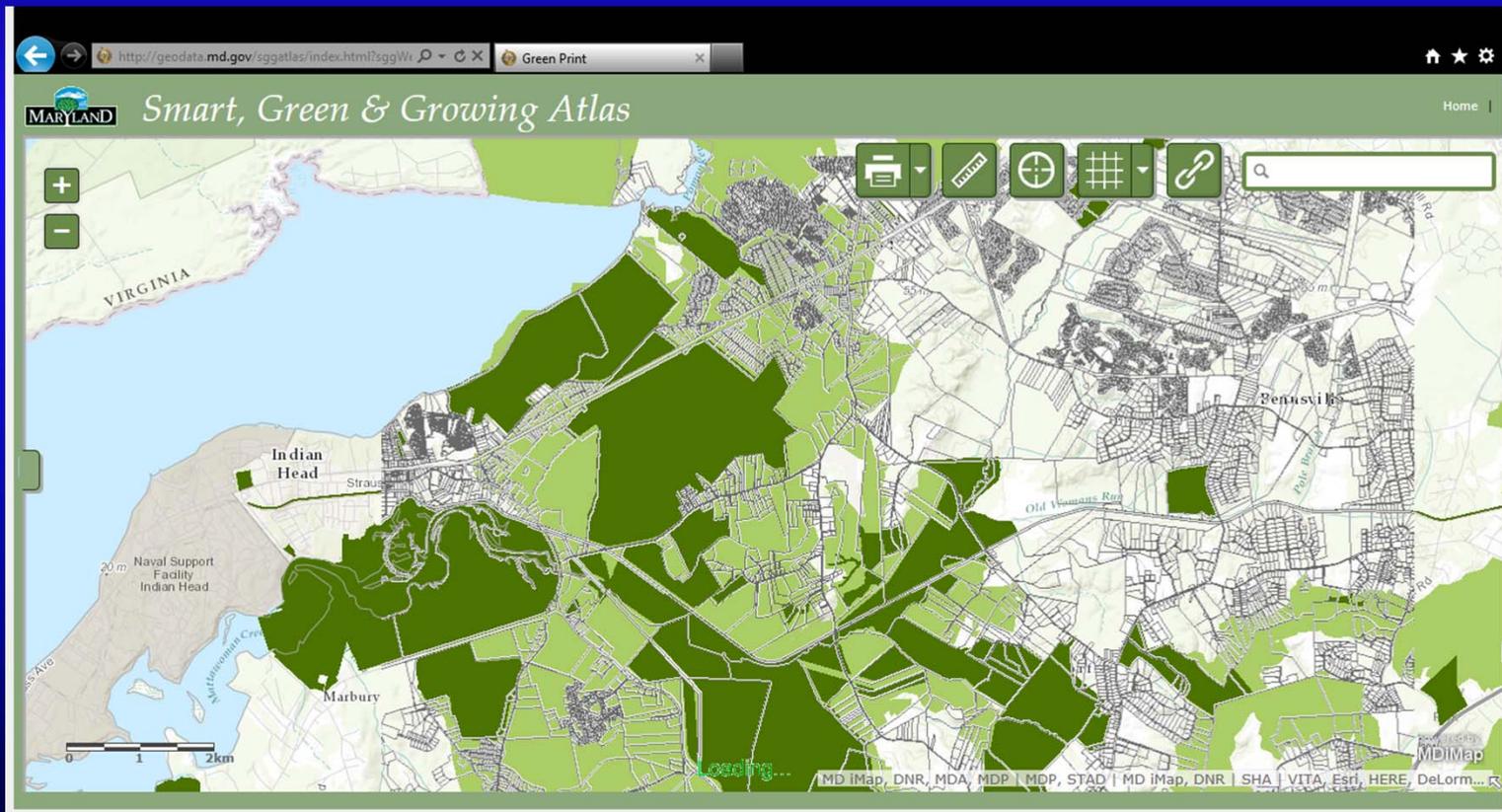
# DNR Watersheds



# TARGETED ECOLOGICAL AREA

- Designated by MD DNR.
- Identifies priorities for use of Maryland Program Open Space funds.
- Includes large blocks of forests and wetlands, rare species habitats, aquatic biodiversity and areas important for protecting water quality.

# MD Targeted Ecological Areas in Vicinity of Maryland Airport



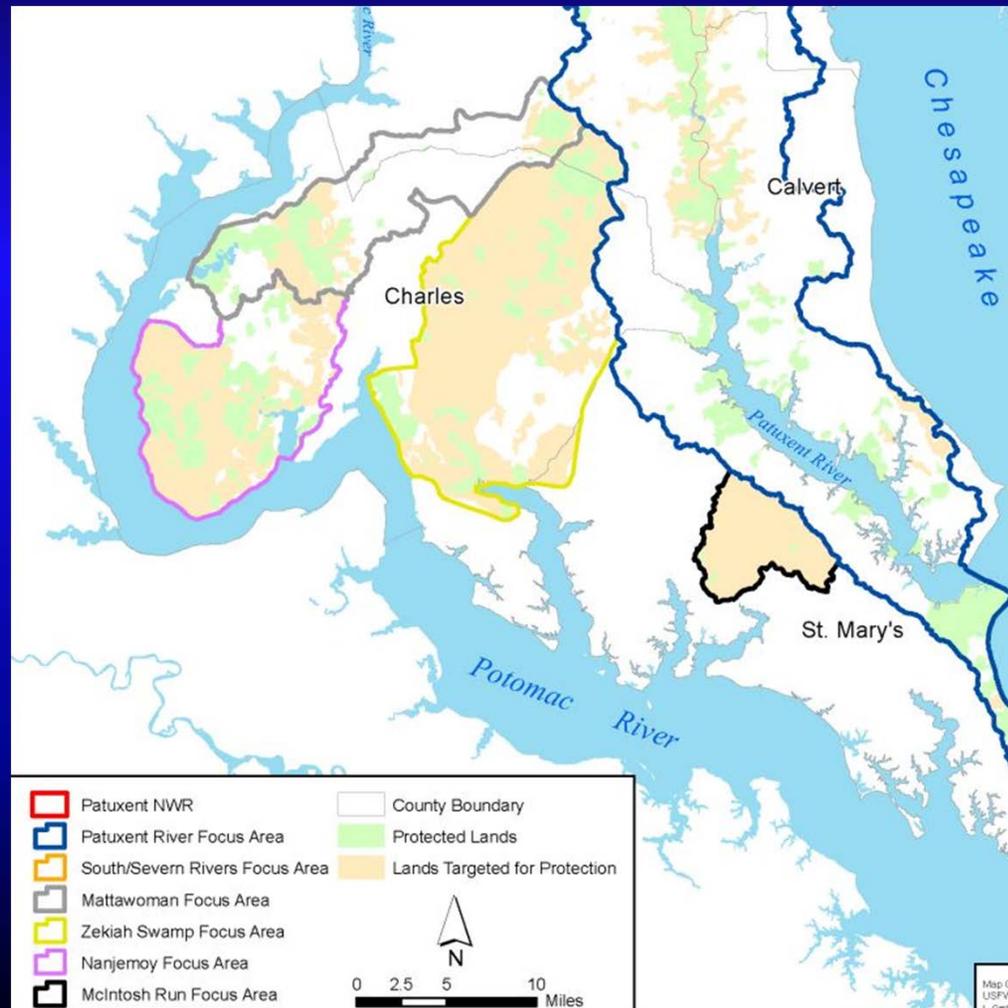
# CHESAPEAKE RIVERS NATIONAL REFUGE WILDLIFE COMPLEX

Approved by US  
Fish and Wildlife  
Service in 2014

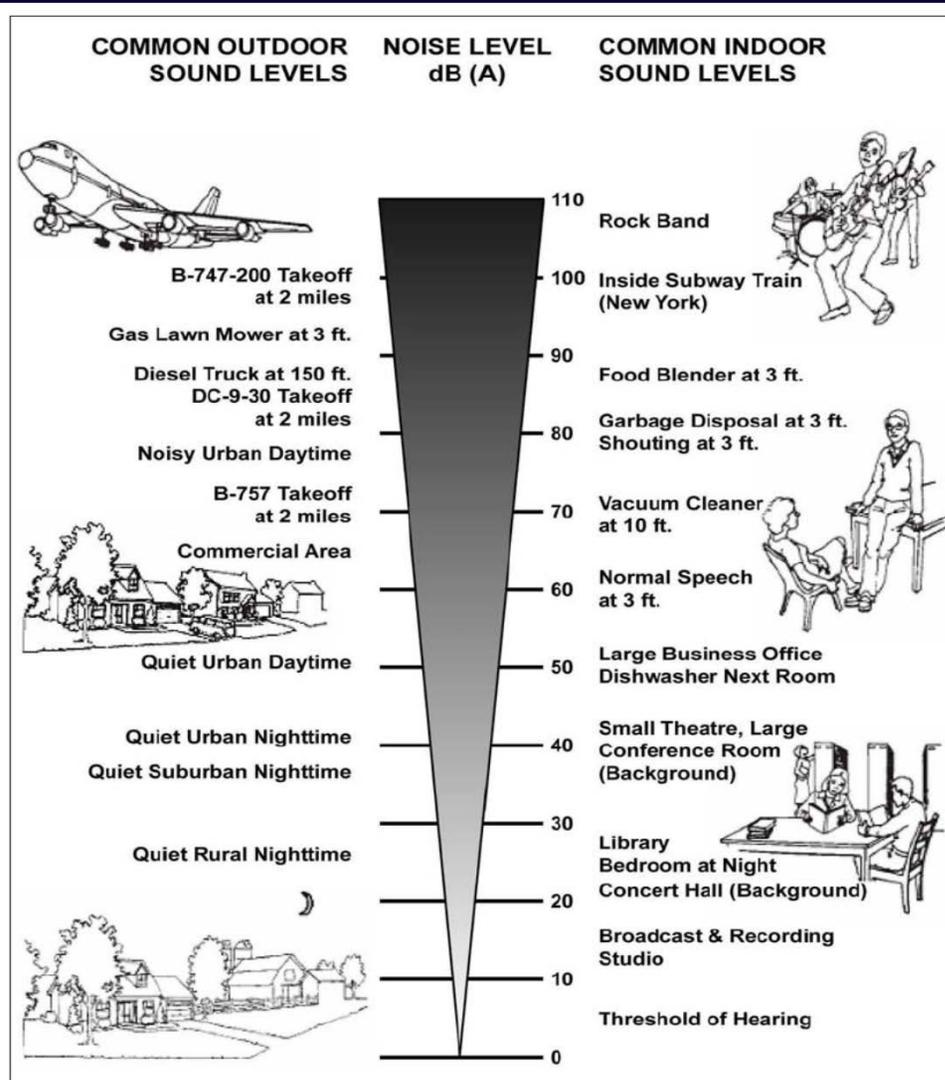
Protect habitat  
through land  
purchase or  
easements.

Mattawoman Creek  
is one “unit” within  
the Refuge  
Complex.

- Expanses of  
upland forest.
- Migratory fish  
spawning habitat.



# Noise Level Illustrations



Source: Landrum and Brown, 2002.

# Stakeholders

- County and local government:
  - Charles County Administrator
  - Individual County Commissioners
  - Chairman of the Planning Commission
  - Charles County Department of Economic Development

# Additional Stakeholders

- State and federal:
  - Maryland Aviation Administration
  - Maryland Department of Natural Resources
  - Maryland Department of Business and Economic Development
  - U.S. Fish and Wildlife Service, Chesapeake Field Office
  - Naval Surface Warfare Center Indian Head

# Additional Stakeholders

- Chamber of Commerce
- Western Charles County Business Alliance
- Charles County Smart Growth Alliance
- Mattawoman Watershed Society
- Conservancy of Charles County
- Mason Springs Conservancy
- Chapman Forest Foundation