

>>> <bowiewj@comcast.net> 1/25/2015 8:09 PM >>>

For the public record: Provide water and sewer to the airport and surrounding area. Approve a Airport Overlay Zone to protect against residential growth around the airport for safety reasons. Be sensitive to the environment so as to protect the Mattawoman. There are commercial facilities (vacant) in the Town of Indian Head that could offer "next level" of service. The County needs to support this opportunity for the Western side of the County as well as the County itself.

Thank you, Warren A. Bowie



Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

Paul J. Wiedefeld, A.A.E.
Executive Director / CEO

January 16, 2015

Mr. Steven Ball
Director
Department of Planning and
Growth Management
PO Box 2150
LaPlata MD 20646

Dear Mr. Ball:

The Maryland Aviation Administration (MAA) respectfully submits these comments for consideration and in support of the Maryland Airport Land-Use Study. MAA is charged with fostering and promoting aviation statewide. In this duty, MAA is pleased to support the ongoing improvement plans at Maryland Airport, Charles County's only licensed public-use airport.

MAA recognizes the transportation asset served by Maryland Airport to the citizens of Charles County. To serve public and private interests of the region, Maryland Airport is categorized as a "Reliever Service" landing facility. Maryland Airport serves the Nation's Capital as well as Charles County. The airport provides a valuable link to the National Airspace System for all citizens including medical/life-safety flights, law enforcement, private air transport and recreational use.

Airports are an important economic asset to a region as well. In a study commissioned by MAA in 2013, Maryland Airport generated 220 total jobs, over \$15 million and \$9 million in personal income and business revenue respectively, and over \$1.5 million in state and local taxes. With the planned airport improvements in the near future, strong opportunity exists for Maryland Airport to be a greater economic contributor to Charles County.

To protect and enhance the public's investment in Maryland Airport, MAA encourages compatible land-uses. Successful airports are not successful just for their aviation activity, but for their ability to safely grow and meet the demands of the flying public. Compatible land-use planning and airport overlay zones will protect the airport now and into the future. Good airport overlay zones should address both tall structures within a three nautical mile radius, and compatible land-uses near the airport. MAA recommends airport overlay zones that meet or exceed Code of Maryland Regulations (COMAR) 11.03.05, Obstructions to Air Navigation. Land-use policy that adapts COMAR 11.03.05 will assure safe flight operations today and into tomorrow.

Mr. Steven Ball
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All successful, growing airports have one thing in common; local land-use rules and policies that allow the successful airport to continue its success. MAA is pleased to partner in improvements at Maryland Airport and welcomes Charles County's support and efforts. Properly enacted airport overlay zones will help Maryland Airport grow and prosper and, in turn, allow Charles County to grow and prosper.

Thank you, once again, for considering these comments. If I can help answer any questions, please feel free to contact me at 410-859-7064 or via email at asolanki@bwiairport.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Ashish J. Solanki". The signature is fluid and cursive, with a large initial "A" and "S".

Ashish J. Solanki, A.A.E.

Director

Office of Regional Aviation Assistance

Mr. Ball:

As we were directed during the meeting seeking input on the changes to the previous county plans concerning Maryland Airport, I am contacting you with my concerns as a citizen of Charles County and property owner on Bumpy Oak Road.

I understand the need to keep residential building from engulfing the airport. Public safety is first priority. We have co-existed with the airport for decades with its current mission. My concern is the county is seeking to acquire the property rights of those who live along Bumpy Oak Road running beside the airport to the Indian Head Rail Trail to expand the mission of the airport to include unnecessary industrialization in a critical wetlands protected area.

There are so many factors that indicate that the type of commercial development in the Bryans Road area and at Maryland Airport is unwarranted. We heard many of those concerns at the meeting, but many other concerns were not heard because of time constraints.

First, it cannot be overlooked and brushed aside that the Tech Park did not develop as planned and the county paid back a developer \$6 million for the failure. This was not only a strange contract, but a larger failure as a feasibility study apparently was not done until after the failure. A study that determined the location was poorly suited for the type of commercialization being sought for the area. The major highway, Route 210, comes to a dead end at the Navy base some 3 miles away. It would make sense to use Indian Head and its existing infrastructure and build in an area already polluted by the energetics industry.

As experts submitted, the watershed and creeks around Bumpy Oak Road and Pomfret Road are critical to sensitive ecosystems. Drop the commercialization and embrace the environment. With two public schools nearly adjoining the properties, we do not need the air

pollution the volume of jets and commercial air flights will bring. We do not need the noise, light and vehicle pollution the development will dump into this sensitive environmental estuary.

Further, the private owner of the airport property is proposing a sewer line that will run down to the Mattawoman Creek. This is not necessary. My neighbors and I are having no trouble with our septic systems. The airport owner can tie into the sewer line along Route 210. This is another attempt to build this man's business at the expense of private property owners when he already receives millions for support of the airport services

Will these changes in the planning and zoning mean the loss of my property at 6235 Bumpy Oak Road? I am already dealing with the noise and have been for the 32 years I have lived on the street. Of course, this includes the amount of air pollution dumped during take-offs from these planes. However, being forced to move from my family's property is beyond disturbing. Please let me know the true intent.

In conclusion, as a busy working family, we do not have the time to follow all of these developments closely. I need to know what these changes mean for my property. I have heard what negative implications are in store for these existing sensitive environmental ecosystems if this proposed development is approved. This type of proposed development that is located on this dead-end corridor with no genuine commercial crossroads is not warranted and does not demonstrate the need.

I feel like the Commissioners are trying to save face and push forward with this technology park that failed once and cost the taxpayers millions. Let's learn from our mistakes and not repeat them. Creating an area that allows for the protection of the wetlands and promotes tourism and conservation efforts would be the better course for development.

I appreciate your help.

Sincerely,

Ms. Wanda N. Welch

>>> <paularmarquis@comcast.net> 1/30/2015 8:08 PM >>>

Dear Mr. Ball,

I am writing in opposition to development of the land around the Maryland Airport. There are so many concerns - I will point out just a few. It appears it will cost taxpayers money to bring in utilities. It appears to be an area that impacts sensitive natural resources such as fish spawning in Mattawoman Creek. It bears much too much similarity to the failed tech park which has cost taxpayers and enriched the developers. It appears to be another possible sweet heart deal for some developers.

There are other places better suited for development and little reason to think this will end any differently than the tech park. Let's focus on redeveloping blighted areas in Waldorf and Indian Head using existing or mostly existing water, sewer, etc. and bring a facelift to those communities. We can't have our fish & crabs and destroy their habitat too -- that's a problem all across the region, but it is so true. Mattawoman Creek is unique-- and the habitat is on the verge of failing and we need to stop the damage to it. A lot of money comes into the county for the bass fishing tournaments, and now some aren't coming back. A lot of people come here to use the rail trail, so we need to be careful to keep it in a natural state that is worth coming for. We have some beautiful waterways to draw folks for recreation and they need protected.

Sincerely,

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