

**From:** [Carol DeSoto](#)  
**Cc:** [Carol DeSoto](#)  
**Bcc:** [Carol DeSoto](#)  
**Subject:** for the record - Aviation Business Park Zone Bills 2024-07 (ZTA 23-176) and 2024-08 (ZMA 23-02)  
**Date:** Thursday, April 11, 2024 2:20:01 PM

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Please add to the Public Record  
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From: Bonnie Bick <bonniebick@gmail.com <mailto:bonniebick@gmail.com>>

Sent: Tuesday, April 9, 2024 4:50 PM

To: Carol DeSoto

Subject: for the record - Aviation Business Park Zone Bills 2024-07 (ZTA 23-176) and 2024-08 (ZMA 23-02)

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April 9, 2024

Dear Charels County Commissioner,

The Mattawoman Watershed Society, Maryland Bass Nation, and Potomac Riverkeeper do not support the approval of the proposed Aviation Business Park [Bills # 2024-07 - ZTA 23-176 and 2024-08 ZMA 23-02]

We are pleased to offer these comments on the Aviation Business Park proposed around Maryland Airport. Mattawoman Creek is a susceptible area, and ecologically important to the Potomac River and the Chesapeake Bay, extreme caution is necessary.

Land use is a critical concern for the health of Mattawoman because its watershed is under intense development stress. Mattawoman has declined from a state with "near to ideal conditions" [DNR, 1992] to one at the "tipping point" for irreversible degradation. [Task Force, 2012] In particular, the abundance, species richness, and trophic structure of the estuarine fish community have all declined, and anadromous fish spawning intensity in the nontidal river has plummeted. The river now exhibits an altered hydrological regime, and the spatial gradient of electrical conductivity (indicative of road salts) has reversed direction from the historical record, now actually increasing as one proceeds upstream from head of tide. [DNR, 2010; 2011; 2013]

For over 70 years, the privately owned Maryland Airport has occupied a plateau severely constrained between the Mattawoman Stream valley and Bryans Road. Now, after the filling of a stream valley with "devastating impacts" [NMFS, 2001]. The airport has prompted development interests to seek county-provided infrastructure for greenfield development in a large forested Important Bird Area [Audubon] around the airport. Language has been changed in the Comprehensive Plan that allows the Proposed Aviation Business Park. The change to the Comprehensive Plan was accomplished by assuring the Planning Commission, that the federal Environmental Assessment covered all of the problems, including the schools, and they found "no significant impact". The Environmental Assessment did not cover any community problems and certainly not the lead and the schools. Further FAA runway expansion is an assumption-especially if citizens are successful in getting the FAA to allow public participation. To support the rezoning and creation of the Aviation Business Park CC is relying on further FAA runway expansion, (the county says it is already FAA approved-it is not approved! but the longer runway is in the Airport Master Plan which is conceptual GUIDANCE document.) longer runway along with the new terminal, tower, connector road, and other investments. The longer runway is in the conceptual Airport Master Plan, but the longer runway is NOT approved by the FAA, at this time, as stated by Charles County. The FAA is in the process of creating an environmental assessment (EA) for Corporate Jet hangers, We are petitioning the FAA for an Environmental Impact Statement, not and EA.

Size of airport: The 215-acre airport which PSM Holding owns, is surrounded by 558 acres which includes 183 acres already owned by PSM Venture, the same private owner. By removing the WCD and its environmental protections, Charles County will create, a 400-acre private airport, located inside their proposed 558-acre Aviation Business Park (ABP). The 1999 Airport Master Plan was/is for a 400-acre airport - so the private owner will get the full 400-acre airport.

Two CC local public schools are .4 of a mile, or 704 yards or 2112 feet - from the airport runway ... these school children are being exposed to more lead exhaust than the general population. Any lead exposure is unacceptable, especially in children. The MD Airport piston engine airplanes fly over the school air space regularly. Most of the flights are Piston Engine Aircraft - they burn leaded avgas - which contains 20 times more lead than was allowed in automobiles' leaded gas before it was banned. The purpose of the expansion is to add additional flights - more flights = more leads. This health issue needs attention.

Thank you, We request the record to be kept open for 60 days.  
Please keep us informed on follow-up on the airport expansion issue.

Maryland Bass Nation - Scott Sewell  
Potomac Riverkeeper - Dean Naujoks

Mattawoman Watershed Society - Bonnie Bick (7601 Oxon Hill Road - Oxon Hill - MD 20745)