

**From:** [Charles County Government](#)  
**To:** [Public Record](#)  
**Subject:** \*NEW SUBMISSION\* Aviation Business Park ZTA #23-176 and ZMA #23-02  
**Date:** Tuesday, April 9, 2024 4:57:01 PM

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**Aviation Business Park ZTA #23-176 and ZMA #23-02**

**Submission #:** 3124688  
**IP Address:** 71.178.170.30  
**Submission Date:** 04/09/2024 4:56  
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**Public Hearing Comment Form**

**Questions or More Information 240-776-6709**

**Name**

R. Glenn McAfee

**Address**

4265 Ray Drive  
La Plata, MD 20646

**Phone**

(301) 367-8548

**Email**

glennmcafee15@gmail.com

**Are you:**

Against Topic

**Comment**

My name is Glenn McAfee, and I'm attaching a copy of the letter I'll be reading at the hearing today.

**Upload File(s)**

Thank you,  
**Charles County, MD**

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4/9/24

My name is Glenn McAfee, and my home of 35 years is on Ray Drive. I own nearly 10% of the land affected by this proposal, and I object, on the strongest terms, to this action!

This commission has re-submitted basically the same map that prior commissioners drew up and passed 25 years ago, behind closed doors. Industrial Zoning was in effect for 20 years, and during all that time, it failed to bring a single supporting business compatible with the airport to the area. The Industrial Zoning was removed by a later administration, in large part due to a 20-year campaign by The Sierra Club, to save the Mattawoman Wetlands. It was then more correctly zoned to Water Conservation District. That protection was important then, and it's even more important now, when climate changes are increasing so quickly. Let's learn from our past mistakes, and not repeat them.

The MD Airport is not the goose that laid the golden egg. Most of the airport operations are by student pilots, based elsewhere. They don't spend money here, they just come to fly circles around the airport, and make touch-and-go practice landings. It's a business that has been struggling to survive for over 80 years, despite the FAA spending \$20 million on improvements. The Water Conservation District zoning was in place when it was recently purchased by an investment group for just over \$2 million.

None of the land to the east of the airport should ever be re-zoned. The businesses on Ray Drive are already grandfathered in, and don't require re-zoning.

Don't remove the protection from these environmentally sensitive lands just to make wealthy out-of-county investors even wealthier. Defend the rights and homes of the people who live here, and do not cater to those who don't.

You can support the base at Indian Head, and the Airport with a much smaller plan. Simply re-zone the 50 acres that the county owns right across from the airport, labeled Airport Business Park on your map, and leave everything else alone. See if any business will actually show up this time. If this is successful, you could expand on it, by adding another part of the adjacent 154 acres that the county also owns. This land isn't in use, and it's all high ground. It's clearly a better choice for development, than the land adjacent to Myrtle Grove, included in your plan, which consists of steep slopes, wetlands and tributaries to the Mattawoman Creek. Long-term lease, or sale of the County-owned land would generate substantial income, and put money made in Charles County, to work in Charles County.