

**LOCAL GOVERNMENT  
COMMENTS**

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ST. MARY'S COUNTY GOVERNMENT  
BOARD OF COUNTY  
COMMISSIONERS



Francis Jack Russell, President  
Lawrence D. Jarboe, Commissioner  
Cynthia L. Jones, Commissioner  
Todd B. Morgan, Commissioner  
Daniel L. Morris, Commissioner

September 11, 2012

Captain Michael Smith, Commander,  
Naval Surface Warfare Center, Dahlgren Division  
6149 Welsh Road, Suite 203  
Dahlgren, VA 22448-5117

Dear Captain Smith:

St. Mary's County received your notice and copy of the draft Environmental Impact Statement (EIS) for the referenced activities at your installation. The County is hereby forwarding a copy of the St. Mary's County Regional Airport Master Plan Executive Summary for review and incorporation into the final document record. Our Department of Public Works and Transportation staff will be forwarding additional documentation during the public comment period, which we understand expires on October 1, 2012. It is our intent to ensure that the proposed action does not impact either current or future availability of instrument approaches and other airspace or operational matters concerning our Regional Airport.

L001.1

L001.2

We look forward to coordinating your proposed action with the County's long-range plans to develop St. Mary's County Regional Airport. Please add our input to the draft EIS text that already includes NAS Patuxent River and Webster Field. If you have any questions, please do not hesitate to contact us.

Sincerely,  
BOARD OF COUNTY COMMISSIONERS  
ST. MARY'S COUNTY, MARYLAND

*Francis Jack Russell*  
Francis Jack Russell, President

*Lawrence D. Jarboe*  
Lawrence D. Jarboe, Commissioner

*Cynthia L. Jones*  
Cynthia L. Jones, Commissioner

*Todd B. Morgan*  
Todd B. Morgan, Commissioner

*Daniel L. Morris*  
Daniel L. Morris, Commissioner

Enclosure

T:All/Consent/7056

cc: Captain Ted Mills, CO NAS Pax River  
Tom Priscilla, FAA WADO  
Ashish Solanki, A.A.E, MAA  
Airport Advisory Committee

P.O. BOX 653 • CHESAPEAKE BUILDING • 41770 BALDRIDGE ST., LEONARDTOWN, MD 20650  
PHONE 301.475.4200 x1300 • FAX 301.475.4935 • [www.stmarysmd.com](http://www.stmarysmd.com) • [BOCC@STMARYSMD.COM](mailto:BOCC@STMARYSMD.COM)

**CAPT. WALTER FRANCIS DUKE  
REGIONAL AIRPORT AT ST. MARY'S  
Leonardtown, Maryland**



**AIRPORT MASTER PLAN UPDATE**

**FINAL  
AUGUST, 2002  
EXECUTIVE SUMMARY**



**DELTA**  
**AIRPORT CONSULTANTS, INC.**  
*engineers - planners*

## EXECUTIVE SUMMARY

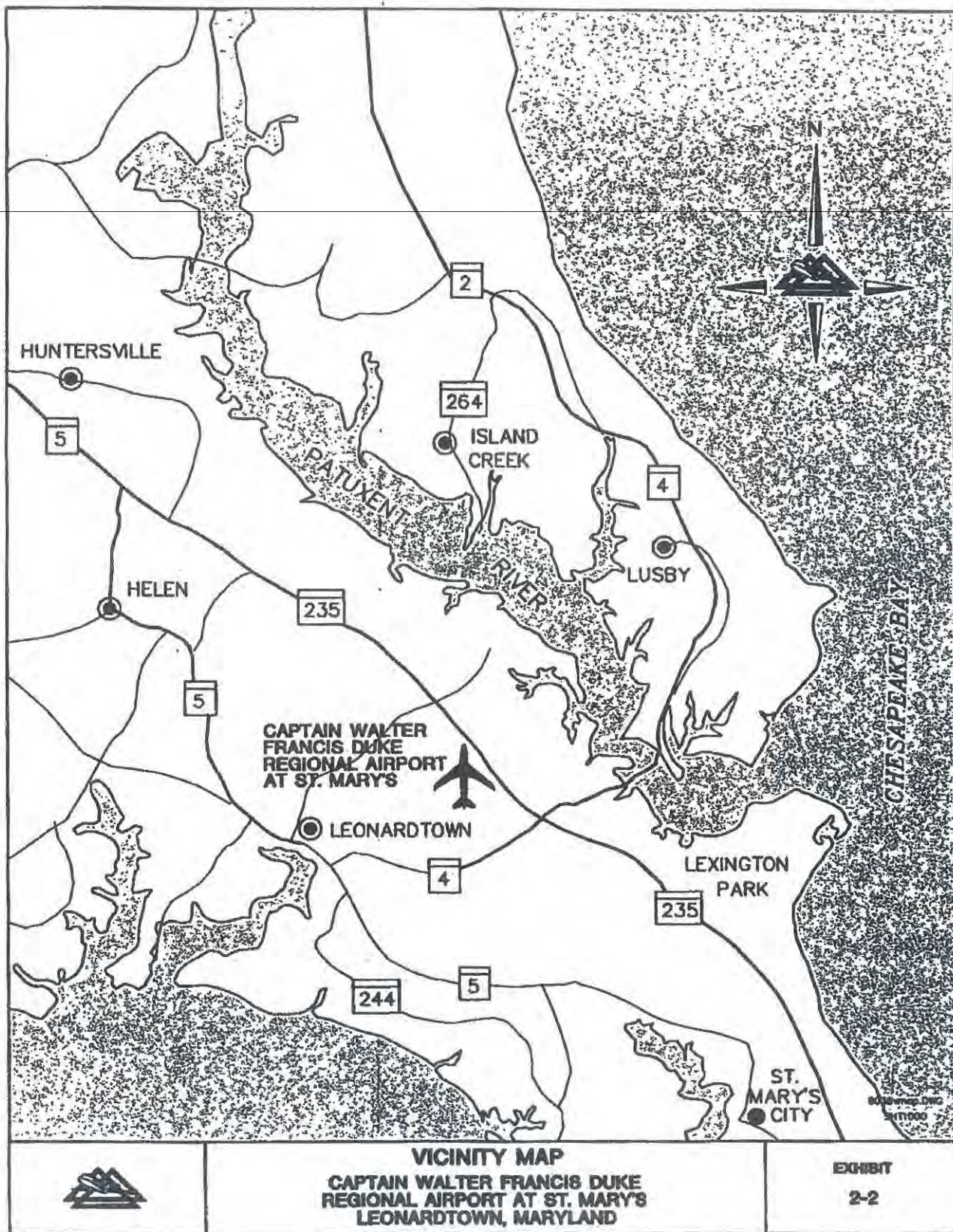
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Captain Walter Francis Duke Regional Airport at St. Mary's (2W6) is a general aviation airport located in St. Mary's County approximately four (4) miles northeast of Leonardtown, Maryland. (See Vicinity Map). This general aviation airport is owned and operated by St. Mary's County. In order to provide a plan for future development in an efficient and rational manner, the County contracted with Delta Airport Consultants, Inc. in August, 1998 to prepare a Master Plan Update for the Airport. The Master Plan Update was funded under a planning grant from the Federal Aviation Administration (FAA) and the Maryland Aviation Administration (MAA).

Captain Walter Francis Duke Regional Airport at St. Mary's was originally constructed in 1969 utilizing federal and local funding Airport. The previous Master Plan was prepared in 1979 and Airport Layout Plan Updates were published in 1988 and 1993.

Since that time, the region has experienced significant growth and the Airport has undergone numerous changes and improvements. In addition, the Airport is interested in developing the facilities to ultimately support commuter service operations.

The National Plan of Integrated Airports System (NPIAS) (1993 - 1997) lists Captain Walter Francis Duke Regional Airport at St. Mary's as a general aviation airport. The Maryland Airport System Plan, latest release dated January, 1998, also classifies the Airport as a general aviation airport. Based on the fleet mix of aircraft currently utilizing the Airport on a regular basis, an aircraft approach category of 'B' determined by approach speed, and the airplane design group of II determined by the wing span. Therefore, the current Airport Reference Code (ARC) for the Airport is B-II. The critical aircraft at the Airport is a Beech Super King Air B200.



The inventory of the Airport facilities creates the footprint for the remaining section of the Master Plan as well as serving as a building block for future Airport development and forecasts. The growing region of Southern Maryland consists of Calvert County, Charles County and St. Mary's County. The County is governed by an elected five (5) member Board of County Commissioners and Leonardtown is the county seat of St. Mary's County. Captain Walter Francis Duke Regional Airport at St. Mary's is owned and operated by St. Mary's County.

## FORECASTS

Aviation demand forecasts are a key element in developing and/or updating an Airport Master Plan. The aviation industry is quite dynamic and is undergoing significant changes. It is important that the master plan reflects recent aircraft activity, expectations of future activity, and also reflects the County's mission to promote air service as an essential tool in economic development. Table 1 represents a summary of the forecasts for Captain Walter Francis Duke Regional Airport at St. Mary's over the twenty year planning period. These forecasts indicate that all aspects of aviation demand at the Airport will continue to grow during the planning period. Ongoing development will enable the Airport to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the service area.



TABLE 1

CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARY'S  
FORECAST SUMMARY

FORECAST ELEMENT	YEAR			
	1998	2005	2010	2020
<b>Based Aircraft</b>				
<i>Single Engine</i>	76	87	92	100
<i>Multi-Piston</i>	5	6	7	9
<i>Multi-Turbine</i>	0	1	2	4
<i>Business Jet</i>	0	0	1	2
<i>Rotocraft</i>	1	1	1	1
<b>TOTAL:</b>	82	96	103	116
<b>Annual Operations</b>				
<i>General Aviation</i>	45,000	53,000	55,000	62,000
<b>General Aviation Operations by Aircraft Type</b>				
<i>Single Engine</i>	41,850	48,124	49,060	53,320
<i>Multi-Piston</i>	2,700	3,498	3,905	4,960
<i>Multi-Turbine</i>	0	504	880	1,860
<i>Business Jet</i>	0	339	605	1,240
<i>Rotocraft</i>	450	530	550	620

**FACILITY REQUIREMENTS**

Facility requirements were predicted on the existing and forecasted aviation demand. These requirements are needed to satisfy the increasing short-term and long-term ranges of aviation needs of the community. The methodology used to determine facility requirements begins with an examination of the major components of the Airport system: airspace, airfield, buildings and surface access. Any deficiencies in the Airport's facilities are identified based upon standards presented in FAA Advisory Circular (AC) 150/5300-13 (Change 6) "Airport Design".



- Runway 11-29

Runway 11-29 is the single runway for Captain Walter Francis Duke Regional Airport at St. Mary's. Runway 11-29, at 4,150' long x 75' wide, is recommended to be extended 1,200 feet to a length of 5,350 feet in Phase I of the planning period.

#### Runway Safety Area

- Runway 11-29 currently meets the required RSA width of 150 feet and the required RSA length beyond the runway end of 300 feet. Therefore, the current RSA should be maintained throughout the planning period, and extended as necessary to accommodate the runway extension.

#### Runway Object Free Area

- Runway 11-29 currently meets the required runway OFA width of 500 and the required OFA length of 300 feet beyond the runway end for a B-II facility with approach minimum not lower than  $\frac{3}{4}$  statute mile. The existing runway OFA should be maintained throughout the duration of the planning period, and extended as necessary to accommodate the runway extension.

#### Runway Obstacle Free Zone

- Runway 11-29 currently meets the required runway OFZ width of 400 feet and extends 200 feet beyond each runway end any future improvements will be evaluated with respect to the runway OFZ criteria.

#### Runway Protection Zone

- The Runway Protection Zone (RPZ) is trapezoidal in shape and centered on the extended runway centerline. The function of the RPZ is to enhance the protection of people and property on the ground. Airport owner control is preferably exercised through the acquisition of sufficient property interest in the RPZ.



Additional property and easement acquisition is proposed in Phase I of the planning period.

#### Airfield Pavement Strength

- Runway 11-29 was extended and overlaid in 1996. The resulting pavement strength is approximately 20,000 lbs single wheel. To allow the Airport to accommodate a wider variety of B-II aircraft, it is recommended that the pavement be strengthened to accommodate 30,000 lbs single wheel during Phase I of the planning period.

#### Taxiways

- Additions or improvements to an airport taxiway system are typically undertaken to increase airport capacity, for operational efficiency, and to enhance safety. The existing taxiway system consists one partial parallel taxiway, three connector taxiways and a turnaround. The current parallel taxiway to runway centerline separation is 207 feet. This does not meet the 240 feet separation required by design standards for B-II airports with no lower than  $\frac{3}{4}$  statute mile approach visibility minimums. It is recommended that the partial parallel taxiway be relocated and extended to a separation of the required 240 feet during Phase I of the planning period.

#### Airport Lighting and Visual Aids

- Airport lighting and visual aids assist the pilot in locating the landing environment and airport facilities during adverse weather conditions. Both Runway 11 and Runway 29 are equipped with 2-box Precision Approach Path Indicator (PAPIs). To accommodate the forecasted business jet operations, 4-box PAPIs are recommended for each runway end during Phase II of the planning period. Both Runway 11 and Runway 29 have omnidirectional Runway End Identifier Lights



(REILs). It is recommended that the Runway 11 REILs be replaced by an approach lighting system.

#### Runway Edge Lights

- Runway 11-29 has pilot controlled Medium Intensity Runway Lights (MIRLs). This system should be sufficient for the duration of the planning period.

#### Taxiway Edge Lights

- A limited amount of Medium Intensity Taxiway Lights (MITLs) have been installed to delineate the taxiway turnoffs and midfield connector. To improve the visibility of the complete taxiway system, it is recommended that additional MITLs be installed during Phase I of the planning period as part of the taxiway relocation and extension project.

#### Airfield Signs

- The Airport currently has mandatory holding signs for taxiway/runway intersection. Runway distance remaining signs are recommended for all runways used by turbojet aircraft, and is programmed for installation in Phase I of the planning period.

#### Land

- Approximately 50 acres of land is recommended to be placed under airport control through fee simple or avigation easement acquisition in Phase I of the planning period. Approximately three acres to accommodate the partial realignment of Airport Drive for the parallel taxiway relocation, approximately two acres for the relocation of Lawrence Hayden Road for the Runway 11 extension and approximately 40 acres of avigation easements to the north and east of the Runway 11 end.



#### Aircraft Apron

- Apron parking must be provided for 100% of the transient aircraft plus those based aircraft which are not stored in hangars. It is recommended that the existing grass tie-downs be replaced with paved apron space during Phase I and that any future tie-down areas be paved as well. Currently, the tie-down spaces available to based aircraft are almost fully occupied. Additional aircraft tie-down locations are recommended for construction during all phases of the planning period to meet the anticipated demand.

#### Aircraft Hangars

- Currently, approximately 45% of the based aircraft are stored in T-hangars. The available T-hangar space is full and a waiting list has been developed. Currently, there are four community hangars; the County Hangar, the ART Hangar, the Airpark Hangar and the Maryland State Police Hangar. It is recommended that an additional ten (10) T-hangars units be constructed during Phase I to meet anticipated demand, and an additional ten (10) units constructed during Phase III. The analysis of based aircraft also indicates that there is sufficient demand generated for corporate/community style hangars throughout the planning period.

#### Terminal Building

- Currently, the FBO Hangar and the County Hangar perform the function of a typical general aviation terminal building. A new terminal building was recently complete, and is slated to ultimately accommodate commercial service passengers. It is anticipated that three (3) facilities are sufficient to accommodate pilots and passengers for the duration of the planning period.

#### Auto Parking

- There are no exact parameters that can be applied to determine automobile parking requirements at small airports. However, the auto parking was expanded



significantly in conjunction with the construction of the air carrier terminal building. Future development plans will take into consideration the necessity for parking adjacent to the new building and hangars and the chosen configurations will facilitate possible future expansion.

#### Airport Access Road

- A segment of the existing airport access road will need to be realigned to accommodate the parallel taxiway relocation to achieve the 240 feet runway separation during Phase I of the planning period. It is anticipated that this roadway will need to be extended to keep pace with proposed airport development as the facilities expand to the west.

#### Fuel Facilities

- If the rate of fuel sales continues at the current rate of approximately 2.2 gallons of Avgas fuel per operations, the existing tanks should be sufficient to meet the requirement throughout the planning period. Jet fuel sales per operation are typically much higher than Avgas sales. With the forecasted increase in annual turbo-prop and jet operations, an additional 12,000 gallon Jet-A fuel tank is recommended during Phase II of the planning period.

#### Fencing

- The airside and landside are separated by a security fence on the south and east sides of the Airport. The remainder of the airport perimeter should be fenced during Phase I of the planning period enhanced security and wildlife protection.

#### Airport Electrical Vault

- The existing electrical vault is in good condition, however it is located immediately adjacent to the Object Free Area (OFA) for the proposed relocated parallel taxiway



and also to the air carrier apron. It is recommended that consideration be given to relocating this vault during Phase I of the planning period.

## ALTERNATIVE DEVELOPMENT AND ANALYSIS

This process deals with the description and evaluation of alternative plans for airside and landside development at the Airport. Once identified, the recommended alternative forms the basis for the development of the Airport Layout Plan (ALP). The existing facilities are designed to accommodate B-II (small) aircraft. This Airport Reference Code (ARC) accommodates aircraft with approach speeds less than 121 knots, wingspan less than 79 feet and weight less than 12,500 pounds. The current runway length is 4,150 feet.

Approximately seventeen alternatives were developed to achieve anywhere from B-II (small) Non-Precision Instrument (NPI) Approach of 1 mile from both Runway 11 and 29, to B-II (large) with NPI of ½ mile for Runway 11 and NPI of 1 mile for Runway 29, to C-II Precision Instrument Approach (PI) of ½ mile for Runway 11 and NPI of 1 mile for Runway 29. Alternatives included the evaluation of a new airport site in St. Mary's County, no-build option as well as the reorientation of the existing Runway 11-29.

Following a public presentation of the alternatives, the Board of County Commissioners decided for the Airport to remain a B-II facility for the 20 year planning period. Therefore, the Airport will be able to accommodate B-II (large) aircraft once 1.) the obstructions to the FAR Part 77, 34:1 approach surface and 7:1 transitional surfaces have been cleared and 2.) the parallel taxiway has been relocated to meet Group II separation standards.

## **ENVIRONMENTAL INVENTORY**

An environmental inventory was prepared to show the environmentally significant features within the existing boundaries of Captain Walter Francis Duke Regional Airport at St. Mary's. The main topics of this inventory included wetlands, noise and landfills. An overview was performed to generally recognize the potential impacts of airport development to these three environmental categories. It should be noted that the FAA has approved funding of a Comprehensive Environmental Assessment (EA) for the 5-year Airport Capital Improvement Program (ACIP) for Phase I of the planning period following the completion of this Master Plan update. This EA will include research, delineation, environmental agencies coordination and permitting where required. The EA will cover approximately 20 different environmental categories with the ultimate goal of obtaining a Finding Of No Significant Impacts (FONSI) from the FAA in order to accomplish the improvement projects in Phase I of the planning period.

## **AIRPORT MASTER PLAN DRAWINGS**

The Airport Master Plan (AMP) Drawings are used as a guide by the Federal Aviation Administration (FAA) and the Maryland Aviation Administration (MAA) to establish and fund facilities improvement and development. These drawings are a graphic representation of the existing airport facilities and proposed improvements throughout the planning period. The main drawing is the Airport Layout Plan (ALP) which indicates all pertinent clearance and dimensional information required to show conformance with applicable FAA standards. The ALP depicts the recommended location and configuration of facilities needed to meet the twenty year demand.



## RECOMMENDED AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

The Master Plan Update delineates the recommended airport capital improvement program. The projects within the ACIP are identified by phase (time period), estimated cost in calendar year 2002 dollars, estimated AIP eligibility and anticipated implementation and completion date. Costs include design and engineering fees and a project contingency. There are four primary sources of funding which could be available to the Airport to fund projects within the ACIP. These four sources are as follows:

- Federal Aviation Administration (FAA) Funding
- Maryland Aviation Administration (MAA) Funding
- Local Funds, Airport funds and County Capital Project funds allocated by the County to the Airport
- Other Capital Funds: Private or Tenant Investment

Table 2 presents the airport capital improvement program for the Airport Master Plan Update.



**TABLE 2**  
**CAPTAIN WALTER FRANCIS DUKE REGIONAL AIRPORT AT ST. MARY'S**  
**PHASE I FUNDING SUMMARY (1998-2020)**

PHASE	PROJECT DESCRIPTION	ESTIMATED COSTS	FAA	FUNDING SOURCES		
				MAA	LOCAL	OTHER
I-1	Construct Localizer Antenna, Localizer Building / DME Antenna and Critical Area	\$350,000	-0-	\$175,000	\$175,000	
I-2	Upgrade Rotating Beacon	\$75,000	\$67,500	\$3,750	\$3,750	
I-3	Acquire Land for Airport Dr. Realignment	\$50,000	\$45,000	\$2,500	\$2,500	
I-4	Realign Airport Drive	\$550,000	\$495,000	\$27,500	\$27,500	
I-5	Relocate/Complete Taxiway "A"	\$1,200,000	\$1,080,000	\$60,000	\$60,000	
I-6	Acquire Land for Relocation for Lawrence Hayden Rd.	\$50,000	\$45,000	\$2,500	\$2,500	
I-7	Acquire Land for Apron, Access Road, State Police, Auto Parking & 80'x80' Corporate Hgr	\$100,000	-0-	\$50,000	\$50,000	
I-8	Relocate Lawrence Hayden Rd.	\$500,000	\$450,000	\$25,000	\$25,000	
I-9	1,200' Runway Extension; Relocate Threshold Lights and PAPI (Runway 11 End)	\$2,775,000	\$2,497,500	\$138,750	\$138,750	
I-10	Construct Airport Access Road	\$510,000	-0-	\$255,000	\$255,000	
I-11	Construct Apron (Runway 11 end)	\$2,400,000	\$2,160,000	\$120,000	\$120,000	
I-12	Acquisition of Property	\$250,000	\$225,000	\$12,500	\$12,500	
I-13	Construct 10 Unit T-Hangar & 80'x80' Corporate Hangar	\$700,000			\$700,000	
I-14	Helicopter Operating Area	\$100,000	\$90,000	\$5,000	\$5,000	



PHASE	PROJECT DESCRIPTION	ESTIMATED COSTS	FAA	FUNDING SOURCES		
				MAA	LOCAL	OTHER
I-15	Relocate State Police Operations/Auto Parking	\$50,000	-0-	\$25,000	\$25,000	

**PHASE II FUNDING SUMMARY (2005-2010)**

PHASE	PROJECT DESCRIPTION	ESTIMATED COSTS	FAA	FUNDING SOURCES		
				MAA	LOCAL	OTHER
II-1	Upgrade PAPI (Runway 29 End)	\$12,000	\$10,800	\$600	\$600	
II-2	Construct Fuel Farm	\$300,000	-0-	-0-	\$300,000	
II-3	Construct Airfield Maintenance Equip. Storage	\$75,000	\$62,500	\$3,750	\$3,750	
II-4	Construct 80'x80' Corporate Hanger/Auto Parking	\$400,000	-	-	\$400,000	

**PHASE III FUNDING SUMMARY (2010-2020)**

PHASE	PROJECT DESCRIPTION	ESTIMATED COSTS	FAA	FUNDING SOURCES		
				MAA	LOCAL	OTHER
III-1	Construct 80'x80' & 80'x100' Corporate Hangars/Auto Parking	\$815,000	-	-	\$815,000	
III-2	Construct 10 Unit T-Hangar	\$350,000	-	-	\$350,000	

Source: Delta Airport Consultants, Inc. Analysis



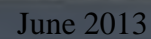
## SUMMARY

The value of Captain Walter Francis Duke Regional Airport at St. Mary's to the local communities and the National Airport System is significant. The importance of an airport with modern, up to date facilities, should not be underestimated.

Air transportation increases and improves communications by bringing people together for business, social, recreational and cultural purposes. The region has been prudent in modernizing and development a first class transportation facility.

The Airport Master Plan Update has identified approximately \$12 million in future airport improvements needed to accommodate the existing and future aviation demand for the twenty year planning horizon (1998-2020). The master plan should allow the airport to continue to prosper and accommodate the region's needs in providing for safe and efficient air service in the 21<sup>st</sup> century.





Good morning Mr. Smith:

I am providing you with all of the comments received by the Clearinghouse for **MD20120828-0630 - Draft Environmental Impact Statement (EIS): Naval Surface Warfare Center, Dahlgren Division Outdoor Research, Development, Test, and Evaluation Activities**. This concludes the review of this project.

Thanks Sophia

### 1. Maryland Department of Planning:

**C1** - It is Consistent with our plans, programs, and objectives

**C2** - It is **Consistent** with the policies contained in **Executive Order 01.01.1992.27** (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), **Executive Order 01.01.1998.04** (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives.

**C7** - It is consistent with the requirements of State Finance and Procurement Article 5-7B-02; 03; 04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas).

### 2. Maryland Department of Natural Resources:

R2 – See attached

**CONTINGENT UPON CERTAIN ACTIONS:** It is generally **Consistent** with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment(s).

### 3. Maryland Department of the Environment:

R2 – See attached

**CONTINGENT UPON CERTAIN ACTIONS:** It is generally **Consistent** with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment(s).

### 4. Charles County:

R2 – See attached

**CONTINGENT UPON CERTAIN ACTIONS:** It is generally **Consistent** with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment(s).

L003.1

### 5. Maryland Department of Transportation:

R1 - As far as can be determined at this time, the subject has no unacceptable impacts on the

Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Richard Eberhart Hall, AICP, Secretary  
Matthew J. Power, Deputy Secretary

plans or programs of the Department of Transportation.

**6. Maryland Historical Trust:**

C3 - No adverse effect on historic properties

**7. St. Mary's County:**

C1 – Note lack of noise Monitoring Locations for the upper LDZ bordering St. Mary's "County" ] L002.1



*Charles County Government*  
**DEPARTMENT OF PLANNING &  
 GROWTH MANAGEMENT**

**CHARLES COUNTY COMMISSIONERS**

Candice Quinn Kelly, *President*  
 Reuben B. Collins, II, Esq., *Vice President*  
 Ken Robinson  
 Debra M. Davis, Esq.  
 Bobby Rucci

Roy E. Hancock  
*Acting County Administrator*

Peter Aluotto, AICP  
*Director*

September 17, 2012

Linda C. Janey, J.D.  
 Assistant Secretary for Clearinghouse & Communications  
 Maryland Department of Planning  
 301 West Preston Street  
 Room 1104  
 Baltimore, MD 21201-2305

Re: MD20120828-0630, Draft EIS, NSWC - Dahlgren

Dear Ms. Janey:

The Department of Planning & Growth Management has submitted the Naval Surface Warfare Center- Dahlgren; Draft Environmental Impact Statement for the Clearinghouse review.

**Amy Blessinger, Community Planning Planner III, PGM** has submitted the following comments: **L004.1**

Please note that some of the increased RTD&E activities of the Proposed Action could potentially have adverse effects on Swan Point, a major waterfront planned community in Charles County. This development seeks to add approximately 1,500 residential units and a mixture of non-residential development. Maryland Board of Public Works approval was granted in May 2008 to construct a 143-slip commercial marina off the southwestern tip of the Weir Creek peninsula in the Potomac River. This marina has the potential to extend a maximum of 1,050 feet into the Potomac River, in close proximity to the Potomac River Test Range boundary. Thus, activities emanating from Dahlgren could cause conflicts due to the future increase in boat traffic in the test range and the proximity of the new marina itself to the test range.

We would also like to call attention to concerns raised by residents of the Potomac River communities of Cobb Island and Swan Point regarding noise, vibration and the addition of night testing.

If you have any questions regarding this comment, please contact Amy at (301) 645-0650 (ext. 2650), or via email at [BlessingA@charlescounty.org](mailto:BlessingA@charlescounty.org)

Sincerely,

Steven R. Ball, AICP, LEED AP  
 Planning Director

**Your Charles County Connection...**

Planning • Capital Services • Codes, Permits & Inspection Services • Resource & Infrastructure Management

P.O. Box 2150 • 200 Baltimore Street • La Plata, MD 20646 • 301-645-0627 • 301-870-3935

Fax: 301-638-0807 • E-Mail: [PGMadmin@CharlesCounty.org](mailto:PGMadmin@CharlesCounty.org)

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Visit us online at [www.CharlesCountyMD.gov](http://www.CharlesCountyMD.gov)



-----Original Message-----

From: Gary Whipple [<mailto:Gary.Whipple@stmarysmd.com>]

Sent: Friday, September 28, 2012 3:39 PM

To: dlgr\_nswc\_eis

Subject: ST MARY'S COUNTY REGIONAL AIRPORT

To Whom It May Concern:

Please see attached correspondence that St. Mary's County requests be added to the public record for the Draft EIS for the NSWC Dahlgren Division Outdoor Research, Development, Test and Evaluation Activities. As stated in the letter from the Commissioners of St. Mary's County dated 11 SEP 2012, the County would like to ensure that the proposed action does not impact either current or future availability of instrument approaches and other airspace or operational matters concerning the St. Mary's County Regional Airport (2W6). Per the Airport Master Plan Update that was forwarded with the September 11th letter, the County, in conjunction with the FAA and the Maryland Aviation Administration, is working to achieve an Airport Reference Code (ARC) designation of B-II (large) with a Non-Precision Instrument (NPI) Approach of 1/2 mile for Runway 11, which will be extended by 1,200 feet from its current condition, and an NPI Approach of one (1) mile for Runway 29.

L005.1

Please note that the referenced Airport Master Plan Update is consistent with the County's Comprehensive Plan, per the attached excerpts from Chapter 4, Part 3.1.2.B. The County intends to "encourage development of commuter air travel services and shuttle connections to airports with regional, national and international connections to provide", among other things, a "certified, precision all-weather approach system" for St. Mary's County Regional Airport. (See page 74 of the MAR 03 COMP PLAN doc).

L005.2

Finally, the current Airport Layout Plan (ALP) of AUG 2012 is attached to this E-mail for reference.

L005.3

We trust you understand our position in this matter. If you should have any questions or require additional information, please feel free to contact the undersigned as indicated.

Regards,

Gary B. Whipple, PE  
Engineering Services Division  
Airport Operations Division  
Dept. of Public Works & Transportation  
St. Mary's County, MD  
(301) 863-8400 x 3565  
(301) 863-8810 (fax)



CURRENT ALP - AUG MAR 03 COMP PLAN BOCC ltr - Dahlgren  
2012.PDF (Chap 4 Part 3.1.2.B) DEIS (11 SEP 2012).pdf



ST. MARY'S COUNTY GOVERNMENT  
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September 11, 2012

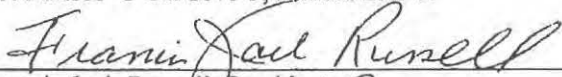
Captain Michael Smith, Commander,  
Naval Surface Warfare Center, Dahlgren Division  
6149 Welsh Road, Suite 203  
Dahlgren, VA 22448-5117

Dear Captain Smith:

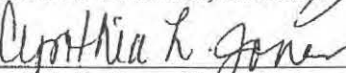
St. Mary's County received your notice and copy of the draft Environmental Impact Statement (EIS) for the referenced activities at your installation. The County is hereby forwarding a copy of the St. Mary's County Regional Airport Master Plan Executive Summary for review and incorporation into the final document record. Our Department of Public Works and Transportation staff will be forwarding additional documentation during the public comment period, which we understand expires on October 1, 2012. It is our intent to ensure that the proposed action does not impact either current or future availability of instrument approaches and other airspace or operational matters concerning our Regional Airport.

We look forward to coordinating your proposed action with the County's long-range plans to develop St. Mary's County Regional Airport. Please add our input to the draft EIS text that already includes NAS Patuxent River and Webster Field. If you have any questions, please do not hesitate to contact us.

Sincerely,  
BOARD OF COUNTY COMMISSIONERS  
ST. MARY'S COUNTY, MARYLAND

  
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Todd B. Morgan, Commissioner

  
Daniel L. Morris, Commissioner

Enclosure

T: All/Consent/7056

cc: Captain Ted Mills, CO NAS Pax River  
Tom Priscilla, FAA WADO  
Ashish Solanki, A.A.E, MAA  
Airport Advisory Committee ✓

P.O. BOX 653 • CHESAPEAKE BUILDING • 41770 BALDRIDGE ST., LEONARDTOWN, MD 20650  
PHONE 301.475.4200 X1300 • FAX 301.475.4935 • [www.stmarysmd.com](http://www.stmarysmd.com) • [BOCC@STMARYSMD.COM](mailto:BOCC@STMARYSMD.COM)

**CAPT. WALTER FRANCIS DUKE  
REGIONAL AIRPORT AT ST. MARY'S**  
Leonardtown, Maryland



**AIRPORT MASTER PLAN UPDATE**

**FINAL  
AUGUST, 2002  
EXECUTIVE SUMMARY**



**DELTA**  
**AIRPORT CONSULTANTS, INC.**  
*engineers - planners*



## DEPARTMENT OF THE NAVY

NAVAL SURFACE WARFARE CENTER  
DAHLGREN DIVISION  
6149 WELSH ROAD SUITE 203  
DAHLGREN VIRGINIA 22448-5130

IN REPLY REFER TO

5090

Ser CX8/042

14 AUG 2012

From: Commander, Dahlgren Division, Naval Surface Warfare Center

Subj: NAVAL SURFACE WARFARE CENTER, DAHLGREN DIVISION OUTDOOR  
RESEARCH, DEVELOPMENT, TEST, AND EVALUATION ACTIVITIES  
DRAFT ENVIRONMENT IMPACT STATEMENT

Encl: (1) Outdoor Research, Development, Test and Evaluation  
Activities Draft Environmental Impact Statement

1. Enclosure (1) is an electronic copy of the Draft Environmental Impact Statement (EIS) prepared by the Department of the Navy, Naval Surface Warfare Center, Dahlgren Division (NSWCDD) for your review and comment. The draft EIS evaluates the effects of expanding outdoor research, development, test, and evaluation activities within the Potomac River Test Range and Explosives Experimental Area Complexes, the Mission Area, and Special-Use Airspace at Naval Support Facility Dahlgren.

2. The Navy will conduct three public hearings to receive oral and written comments on the draft EIS. Federal, state, and local agencies, elected officials, and other interested individuals and organizations are invited to be present or represented at the public hearings. Public hearings will be held on:

a. 11 September 2012 at the Newburg Volunteer Rescue Squad and Fire Department, 12245 Rock Point Road, Newburg, MD 20664.

b. 12 September 2012 at the A. T. Johnson Alumni Museum, 18849 Kings Highway, Montross, VA 22520.

c. 13 September 2012 at University of Mary Washington-Dahlgren Campus, 4224 University Drive, King George, VA 22485.

3. All hearings will be held from 6 p.m. to 8 p.m. and will begin with a presentation followed by public comments. All venues are wheelchair accessible. Anyone needing special assistance, such as a sign language interpreter, please contact

Subj: NAVAL SURFACE WARFARE CENTER, DAHLGREN DIVISION OUTDOOR  
RESEARCH, DEVELOPMENT, TEST, AND EVALUATION ACTIVITIES  
DRAFT ENVIRONMENT IMPACT STATEMENT

the NSWCDD Public Affairs Office at 540-653-8154 or e-mail  
dlgr\_nswc\_eis@navy.mil.

4. Written comments may be submitted at the hearings or mailed  
during the comment period to:

Naval Surface Warfare Center Dahlgren Division  
6149 Welsh Road, Suite 203  
Dahlgren, VA 22448-5117  
Attn: Code C6 Fax: 540-653-4679  
E-mail: dlgr\_nswc\_eis@navy.mil.

5. All written comments must be received by 1 October 2012 to  
ensure they become part of the official record and are assessed  
and considered as part of the final EIS.

6. If you have any questions about the enclosed statement or  
need additional information, please contact the NSWCDD Public  
Affairs Office at 540-653-8154 or e-mail dlgr\_nswc\_eis@navy.mil.

7. Thank you for your participation in the EIS process.



M. H. SMITH

Distribution:  
(See Attached Sheets)

# **QUALITY OF LIFE IN ST. MARY'S COUNTY – A STRATEGY FOR THE 21ST CENTURY –**



**ADOPTED FEBRUARY 19, 2002**

**AMENDED MARCH 24, 2003**

A Comprehensive Plan  
in accordance with  
Article 66B of the  
Annotated Code of Maryland

## **ACKNOWLEDGEMENTS**

### **BOARD OF COUNTY COMMISSIONERS**

Julie B. Randall, President    Joseph F. Anderson    Shelby P. Guazzo  
Thomas A. Mattingly, Sr.    Daniel Raley

### **PLANNING COMMISSION**

Frank E. Taylor, Chairman    James C. Raley, Vice Chair    Lawrence A. Chase  
Thomas Larry Greenwell    Julia A. King    John F. Taylor  
Thomas Watts

### **DEPARTMENT OF PLANNING AND ZONING**

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Sue Veith, Environmental Planner    Chad M. Holdsworth, Planner  
Conchita B. Acupanda, Planner    Tina L. Bowles, Office Manager  
Jeffrey D. Edgin, GIS Manager    J. Calvin Strozier, GIS Operator

### **CITIZENS OF ST. MARY'S COUNTY**

## **ATTESTED AND CERTIFIED BY THE PLANNING COMMISSION**

In accordance with §3.07 of Article 66B of the  
Annotated Code of Maryland

---

Frank E. Taylor, Chairman  
December 10, 2001

**BOARD OF COUNTY COMMISSIONERS MISSION STATEMENT**

St. Mary's County Government will:

- be responsive and accountable to the county's citizens;
- provide high quality, cost effective and efficient services;
- preserve the county's environment, heritage and rural character; and
- foster opportunities for present and future generations.

**Authority**

This comprehensive plan has been prepared and adopted pursuant to Article 66B of the Annotated Code of Maryland as amended by the 1992 Economic Growth, Resource Preservation and Planning Act and by the 1997 "Smart Growth" initiatives. Specific elements mandated by the Maryland Code are included herein beginning at the section indicated below.

<u>Element</u>	<u>Plan Reference</u>	<u>66 B Reference</u>
<u>Goals and Objectives</u>	Chapter IV	3.05 (a)(1)(i)
<u>Land Use</u>	Chapter IV, Section 1	3.05 (a)(1)(ii)
<u>Transportation, including provisions for bicycles ways</u>	Chapter IV, Section 3.1.2.B	3.05 (a)(1)(iii)
<u>Community Facilities</u>	Chapter IV, Section 3	3.05 (a)(1)(iv)
<u>Mineral Resources</u>	Chapter IV, Section 2.1.2.B.v	3.05 (a)(1)(v)
<u>Land Development Regulations</u>	Chapter V	3.05 (a)(1)(vi)
<u>Sensitive Areas</u>	Chapter IV, Section 2.2	3.05 (a)(1)(vii) and (viii)
<u>Provisions for Fisheries</u>	Chapter IV, Sections 2.1.2.A.i.c. and 5.3.4	3.05 (a)(5)
<u>Economic Development</u>	Chapter IV, Section 5	3.05 (a)(1):(ii) and (vi)3.
<u>Interjurisdictional Coordination</u>	Chapter IV, Section 6	3.01(b), 3.05(a),3.06(a), 3.07, 3.09

This plan also complies with the Maryland Code by incorporating the eight visions as set forth under Article 66B. The reader will find that the structure of this plan closely follows those visions.

In addition to gleaning guidance directly from Article 66B, this draft plan incorporates concepts, strategies and recommended policies from:

- St. Mary's County Board of County Commissioners;
- St. Mary's County Planning Commission (and its ad hoc Community Character Committee);
- St. Mary's County Board of Appeals;

QUALITY OF LIFE IN ST. MARY'S COUNTY – A STRATEGY FOR THE 21<sup>ST</sup> CENTURY

- County and state Agencies;
- 1974 and 1988 Comprehensive Plans (many concepts and implementation strategies are still valid);
- Relevant legislation (Critical Area Law, Forest Conservation Law, 1997 "Smart Growth" amendments to Article 66B);
- 1988-1995 annual reports of the Planning Commission and Board of County Commissioners;
- Economic Development Commission (1995 Strategic Plan);
- Statewide Tributary Strategies Program (Patuxent and the Lower Potomac Tributary Teams);
- 1979 Patuxent River Policy Plan
- 1996 Patuxent River Watershed Demonstration Project;
- Sensitive Areas Plan Element and Mapping (1994 and 1995 Coastal Zone Management grant efforts);
- Southern Maryland Heritage Plan (endorsed by the Board of County Commissioners in October 1996);
- Findings and recommendations of the 1996 Wicomico Scenic River Countryside Stewardship Exchange.

Specific and general input was received from county citizens by the listed commissions and was solicited directly by the Department of Planning and Zoning through the use of surveys, questionnaires and at workshops, citizen information forums, and during presentations to numerous citizen organizations



## Executive Summary

### *A COMMUNITY VISION:*

Preserve and enhance the quality of life by recognizing and protecting the unique character of St. Mary's County as a rural Chesapeake Bay peninsula. Foster economic growth and create an atmosphere of excellence by focusing and managing growth to create vibrant, attractive communities, by protecting the rural character and economy of the countryside, by nurturing the shoreline and adjacent waters and by preserving and capitalizing on the other natural resources and historical quality of the county.

This plan has been prepared in response to the interest of the residents of St. Mary's County in achieving this vision. It also satisfies legal requirements of Article 66B of the Annotated Code of Maryland as amended to include, among other things, the 1992 Economic Growth, Resource Protection and Planning Act and the various components of Maryland's "Smart Growth, initiatives. It continues and strengthens those goals and objectives of its 1988 and 1999 predecessors insofar as they remain valued by the citizens of St. Mary's County as they contribute to achieving its community vision.

Citizen input and public opinion played a large role in the planning process. For the most part the opinions given reinforce what was stated or suggested in 1994 at a "visual preference" workshop. In response to a citizen survey, some of the responses given to the question "What issues do you believe should be addressed in the comprehensive plan?" included: maintaining rural character, clustering growth, aesthetics, more focus on people less on cars, agricultural land preservation, breaking up of farmland and open space, and transferable development rights (TDRs). Many of these issues were repeated under a separate survey question which asked citizens to rate the quality of services in the county. Transportation, agricultural preservation, and rural preservation all received a high number of poor ratings.

The county has been successful in directing the majority of new high-density residential and nonresidential development to the designated development districts, but increased efforts toward directing other types of development there is needed. Some strides toward land preservation have been made, but significant protection of farmlands as an economic component of rural character has *not* occurred. Application of the implementation strategies of the 1999 Plan, particularly the establishment of density in the Rural Preservation District at one dwelling unit per three acres, has shown that they have not achieved and are probably incapable of achieving the goal of preservation of open space. Protection of land for agriculture and resource utilization will not occur without additional strategies to guide how that density is located, how it functions and "looks" in the landscape.

Major expenditures on capital facilities since 1999 have been concentrated in designated growth areas. However, designated growth areas are larger than projected development needs dictate, and the 1999 plan provided little or no guidance for sequencing improvements and services within those areas. It did suggest some reduction of these development areas based on the mandated sensitive area considerations and on the projected "build out" needed to accommodate new growth.

This plan proposes several "win-win" initiatives intended to guide growth and to preserve natural, cultural and economic characteristics of value to the community's citizens, while attempting to equitably assess the cost of growth against the benefit. The plan also proposes to address the equity value inherent in landowners' holdings by providing economic options to

preserve natural areas and lands of high productive value. The plan directs citizen and government action within the context of the community vision and within the context of the visions of the state legislation (Article 66B): 1. Development is concentrated in suitable areas. 2. In rural areas growth is directed to existing population centers and resource areas are protected. 3. Sensitive areas are protected. 4. Stewardship of the Chesapeake Bay and the land is a universal ethic. 5. Conservation of resources, including a reduction in resource consumption is practiced. 6. Economic growth is encouraged and regulatory mechanisms are streamlined. 7. Adequate public facilities and infrastructure under the control of the county are available or planned in areas where growth is to occur. 8. Funding is available to achieve these Visions.

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## Introduction

This growth opportunity plan is about the county's past almost as much as it is about its future. It is about where we have come from as a community of people and what that means for where we are to go as new growth pressures us toward an increasingly (sub)urban future. St. Mary's County celebrated its 366<sup>th</sup> birthday and Lexington Park its 57<sup>th</sup> birthday at the turn of the century. What do the next five, ten, 20 or even 50 years hold for us, our children, and grandchildren? Will we be able to preserve those things of value that new and long time residents alike cherish about St. Mary's County? This plan describes a desired future and charts a realistic and viable means of reaching it. Planning is and plans are more than trying to predict a future land use pattern; the effort at hand is to assess the quality of our living environment and to fashion policy that will preserve and enhance the quality of life for current and future residents, workers, and visitors.

The county's first county commissioner adopted plan in 1974 was largely unchanged until a new plan was adopted in 1988. All counties and municipalities then updated and revised their plans as necessary to conform to the requirements of the Economic Growth, Resource Protection, and Planning Act (hereafter "The Planning Act") enacted in 1992 by the Maryland Legislature and subsequently incorporated into Article 66B of the Annotated Code of Maryland. In 1999 the county commissioners adopted a comprehensive plan to build upon the successes and positive components of the 1988 plan and to revise provisions which did not fulfill the specified requirements. This plan has been prepared to continue such building and to comply with further updates of state legislation, including "Smart Growth" initiatives.

State legislation prescribes eight visions of Smart Growth: 1. Development is concentrated in suitable areas. 2. In rural areas growth is directed to existing population centers and resource areas are protected. 3. Sensitive areas are protected. 4. Stewardship of the Chesapeake Bay and the land is a universal ethic. 5. Conservation of resources, including a reduction in resource consumption is practiced. 6. Economic growth is encouraged and regulatory mechanisms are streamlined; and 7. Adequate public facilities and infrastructure under the control of the county are available or planned in areas where growth is to occur. 8. Funding is available to achieve these VISIONS. This plan also complies with state legislated requirements to 1) identify sensitive areas and develop programs to ensure the protection of the natural environment as a plan element 2) ensure interjurisdictional cooperation and coordination of various programs, and 3) provide for forest conservation, mineral resource management and fishery operations, administrative amendments, adaptive reuse, etc.

A comprehensive plan is not just a land use analysis and projection, but also deals with many issues which affect quality of life in the community, such as water supply, traffic congestion, and education. In addressing such diverse topics, any one document would gloss over important concepts; therefore, many other functional and geographic plans must be and are coordinated with the overall comprehensive plan. A comprehensive water and sewerage plan directs the provision of these public facilities, while a solid waste management plan advises public policy on matters of trash disposal. The county commissioners have adopted a Land Preservation and Recreation Plan, a Wicomico Scenic River Management Plan, an Airport Master Plan, and a School Facilities Master Plan. Several geographic plans are under review or in preparation, such as the Lexington Park-Tulagi Place Master Plan, and watershed management plans for the St. Mary's River and McIntosh Run. Tributary strategies are emerging throughout the Chesapeake watershed, and in this effort St. Mary's County is participating in the preparation of strategies for the Lower Potomac, the Lower Western Shore, and the Patuxent River. The county has endorsed the 1996 Southern Maryland Heritage Plan.

This plan is more than a statement of the county's public policy. It is a plan for the involvement of the community in charting that public policy. The participation of the public and the expression of citizen perceptions about the condition of the county has been crucial component of the planning process used to develop this plan. The St. Mary's County Planning

Commission and the Department of Planning and Zoning conducted numerous workshops and public presentations aimed at eliciting response from diverse groups within the community about their visions for the future and assessment of the past. The assessments and sentiments of the participants in these activities form the basis for the recommendations contained in this plan.

While citizens are the most diverse participants in the planning process, the county commissioners, planning commission, other boards and commissions, consultants, staff, other jurisdictions including the State of Maryland and the Town of Leonardtown all have roles in the planning process and in the plan itself. Implementation of the policies expressed herein requires support from and actions by all of the participants. Importantly too, assessment of success in achieving the expressed vision of the plan will fall to the participants as well. If we don't track our progress and redirect as necessary, the attainment of our community vision may never be realized. The attainment of the *Community Vision* is the objective of this plan.

*Map: Lexington Park Development District*

Development District Concept Plan

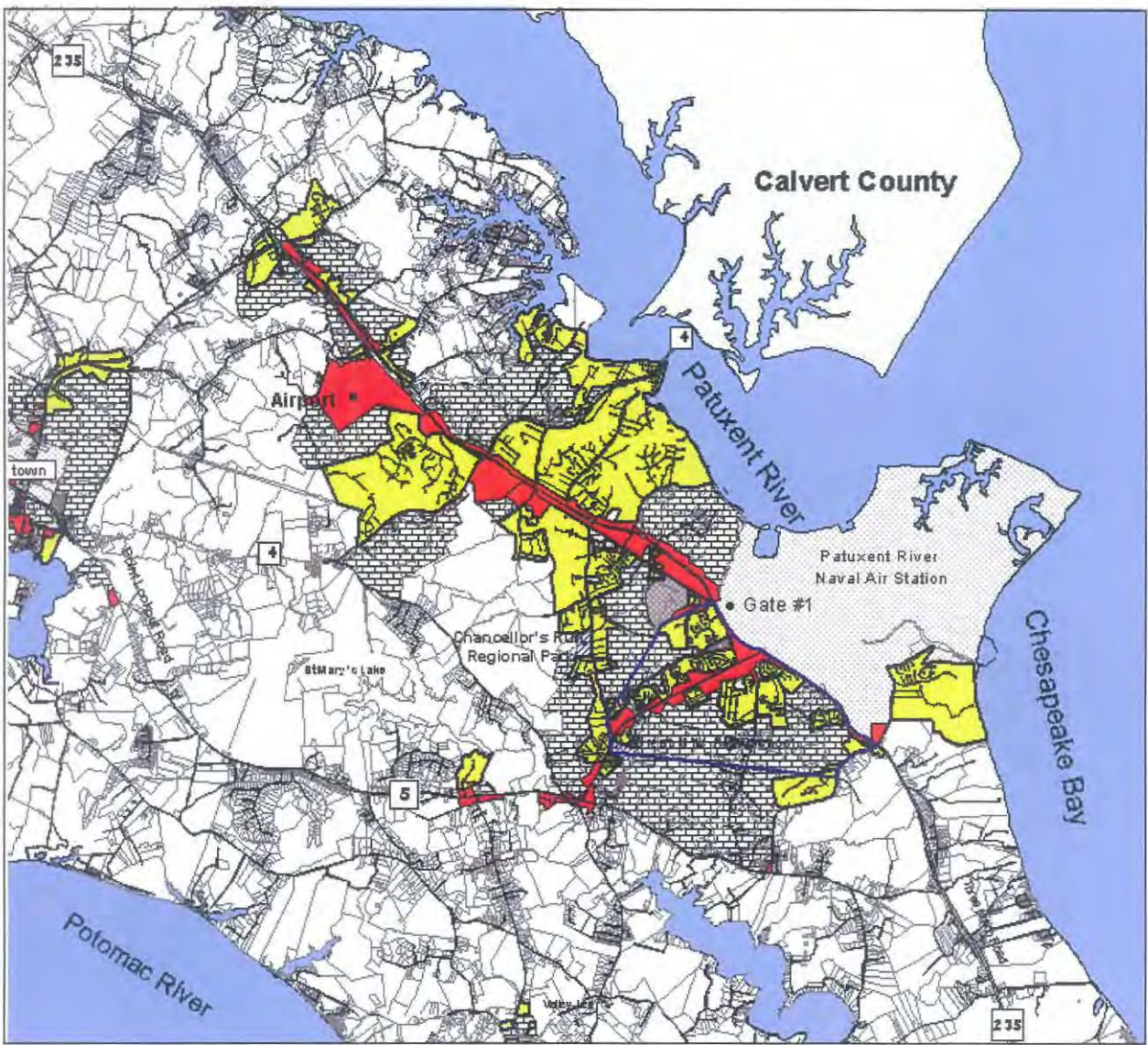
## Lexington Park



Quality of Life in St. Mary's County  
A Strategy for the 21st Century

### LEGEND:

- Commercial/Industrial
- Public/Semi-Public
- Growth Areas
- Residential
- Employment Centers
- Property Lines
- Roads
- Lex. Park Rev. Dist.



3 0 3 6 Miles

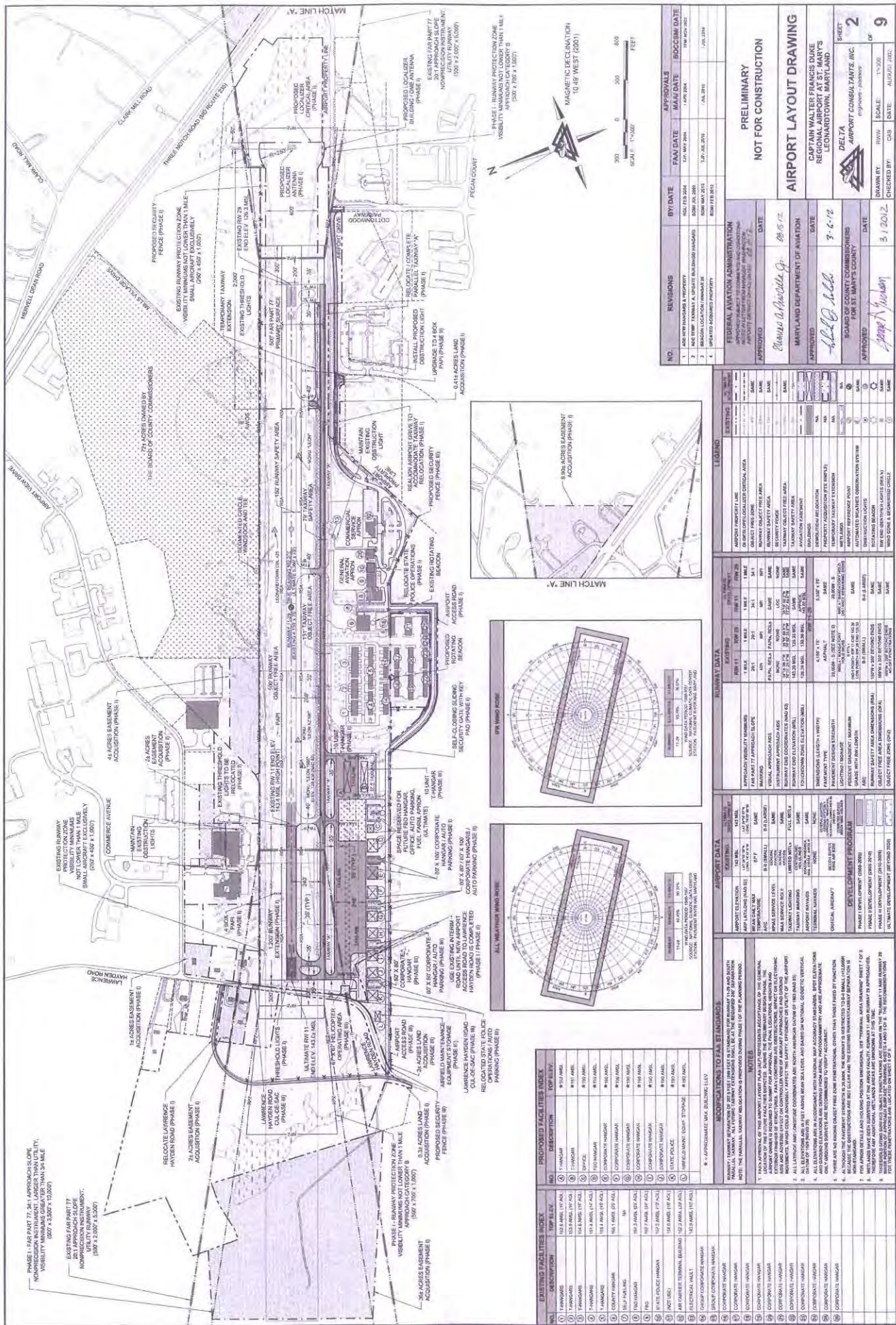
Prepared By: The Department of Planning & Zoning.

- B. Policy: Develop and maintain a TRANSPORTATION SYSTEM that is well integrated into the community fabric and that supports the land use concept.
- i. Provide safe, efficient, economical ROADS designed to address goals for community revitalization, economic development, and environmental stewardship.
    - a. Develop and implement transportation plans and road standards that support and promote resource protection, environmental and community character preservation, and cost containment goals.
      - i) Develop road and parking standards which reduce land consumed by roads and their rights of way (ROW) consistent with accepted national standards; preserve natural environmental features; reasonably manage the public ROWs and secure reasonable compensation for the use of these ROWs by telecommunications providers and other ROW users; maintain and promote rural and community character; reduce stormwater runoff; reduce construction costs; and which reduce repair and maintenance costs.
        - a) Evaluate new roads and road improvements to ensure they do not adversely impact cultural, historical and environmental features and character of an area.
        - b) In residential and rural areas reduce pavement and rights-of-way width requirements through reduced residential area design speeds, reduced on-street parking accommodation in low density residential areas, sharing of road and utility ROW ("shared easements" as described in the federal "Telecommunications Act of 1996").
        - c) In the commercial core areas and higher density residential areas promote on-street parking and reduction of travel lane widths, provision of sidewalks and street tree plantings.
        - d) Require vehicular and pedestrian connection between adjacent parking areas at the time of infill or redevelopment activities. Allow overall reduction of parking ratios based on use and capacity to share spaces.
    - b. Effect improvements and additions to the road network to correspond to and support the infrastructure needs in growth areas; to ensure adequate highway and road system capacity; to provide planned level of service for existing and proposed land uses; and to address adequate facilities outside the growth areas.
      - i) Evaluate adequate capacity based on cumulative impact of all approved development activity.
      - ii) Establish desired level of service and minimum safety

- requirements for county and state roads based on comprehensive land use and growth management goals.
- iii) Ensure that the density or intensity of permitted development is supportable by the planned road network prior to approval of development activities.
- iv) Improve safety, traffic flow and aesthetics along primary routes in St Mary's County.
- ii. Encourage development and utilization of ALTERNATIVE TRANSPORTATION in the county.
  - a. Foster an efficient, safe intermodal transportation system which includes routes and facilities to accommodate automobiles, bicycles, pedestrians and mass transit for residents, commuters and visitors.
    - i) Encourage a transportation network that provides alternative means and methods of travel.
      - a) Provide sidewalks, walking paths, and bike paths and lanes as requirements of road systems and to connect other public and private sites (e.g. school, libraries, parks and hospitals) in all development projects. Participate with the SHA sidewalk retrofit program. Provide minimum standards and incentives for these amenities.
      - b) Provide and promote the use of park and ride facilities and mass transit for those commuting into, out of, and within the county.
        - promote carpooling and ridesharing
      - c) Expand bus service to regional and metropolitan destinations
      - d) Establish and maintain right of way for future light rail extension from Waldorf to Lexington Park.
      - e) Encourage development of commuter air travel services and shuttle connections to airports with regional, national and international connections to provide:
        - Certified, precision all-weather approach system;
        - Passenger terminal with on-site car rental facility;
        - Regular commuter airline service to Baltimore, Washington and/or Dulles; and
        - Modest private commuter/corporate jet capacity.
      - f) Promote transportation alternatives that serve

economic development goals for encouraging tourism, such as ferry service including hovercraft, to Eastern Shore, designation and expansion of bike routes, expansion of transient boating facilities.

- ii) Manage demand for direct access to major roads.
  - a) In growth areas, create local traffic roads parallel to but well back from arterial routes to combat strip development patterns by providing visible and accessible commercial and residential frontage, and to reduce local traffic impact on peak traffic flow on arterial roads.
    - Construct FDR Boulevard
    - Provide connections between multiple access points to new major subdivisions.
  - b) Designate St. Andrews Church Road (MD 4) Point Lookout Road (MD 5) Budd's Creek Road (MD 234) and Three Notch Road (MD 235) as restricted access traffic arteries.
  - c) Require vehicular and pedestrian interconnection between adjacent parking lots and subdivisions to reduce the need to travel on primary and collector roads.
  - d) Require joint use access driveways for ingress/egress to contiguous properties.
  - e) Require access driveway consolidation to reduce the existing number of ingress and egress points.



**NON-GOVERNMENT ORGANIZATION  
COMMENTS**

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ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Complete TRANSCRIPT of all the public speakers

taken in the public hearing held on September 11, 2012, at  
the Newburg Volunteer Rescue Squad, 12245 Rock Point Road,  
Newburg, Maryland, at 6:00 p.m.

Reported by: Cherryl J. Maddox

**MADDOX REPORTING SERVICE, INC.**  
Registered Professional Reporter  
684 Burnt House Point  
Colonial Beach, Virginia 22443  
(540) 372-6874  
(804) 224-7275

1 September 11, 2012

2 MODERATOR ANN SWOPE: Now we are moving  
3 to the hearing portion of our meeting. We will be  
4 taking your oral comments on the Draft EIS. We  
5 want your comments to insure that we thoroughly  
6 considered your inputs in our decision.

7 Your comments will be recorded  
8 for the public record. There is an official  
9 recorder present, who will record your oral  
10 comments and prepare a transcript.

11 We won't be responding to  
12 questions tonight, however substantial comments  
13 will be addressed in the final EIS. If you would  
14 like to speak and haven't signed up yet, you may  
15 do so at the sign up table right now or at any  
16 time while we are open to comment.

17 So, if you later feel you  
18 would like to make an additional oral comment, you  
19 may sign up to speak again. Each speaker will be  
20 allowed two minutes. We have a time keeper with a  
21 clock, it is located at this table up front. The  
22 clock will count down and sound an alarm when your  
23 time is up. If you have not finished your

1 comment, I can give you your text and we will, on  
2 a comment form, and it will be included in the  
3 public record.

4 As an alternative to  
5 publically stating your comment, you may dictate  
6 your comment to the official recorder in private  
7 after the public oral comments conclude. Please  
8 sign up at the table for private dictation.

9 Additionally, we welcome your  
10 written comments during or after the meeting.  
11 Comment forms are also available at the welcome  
12 table and can be deposited in the blue box right  
13 here on the comment table. To submit written  
14 comments after the meeting, please take a public  
15 hearing information sheet with you. You should  
16 have been provided one when you came in. There  
17 are also more we can give you on the way out.  
18 They provide our e-mail, our fax, and our mailing  
19 addresses. I remind you that your comments need  
20 to be post marked by October 1, 2012.

21 We will now take speakers in  
22 the order from the speaker sign up list. As I  
23 call your name, please come to the microphone and

1 state your name and any organization affiliation  
2 that you have.

3 Charlotte Simpson.

4 MS. SIMPSON: Hi, my name is Charlotte  
5 Simpson, I am coordinator of Neighborhood Crime  
6 Watch and Citizens on Patrol. I am also  
7 representative, it looks like tonight, of Citizen,  
8 the Cobb Island Citizens Association.

9 My comments are my own,  
10 though. I'm concerned about the noise and  
11 vibration. I live on Cobb Island. I live on the  
12 Wicomico side, but I have relatives on the Potomac  
13 side also. About a year ago, we had a day at  
14 hell. And you all did address it at our Citizen's  
15 Association. We thought we were being bombed. We  
16 thought we had missed the evacuation. You  
17 temporarily put up a sound and vibration monitor  
18 down on the island when you were testing for a  
19 couple of weeks. I would like to see one down  
20 there full time. That is what we are concerned  
21 about, this happening again if we have increase --  
22 I am reading on the impact statement that it could  
23 be tested at night. I object to that. I think we

1 all do. We need our sleep. And I would really,  
2 really, like a monitor down there so you know it  
3 is happening. I know you do the weather, take  
4 everything into account, and I fully support you,  
5 I really do, but we have to live there. So, and I  
6 know that you will come down and look at cracked  
7 windows, broken stuff, but you know, I have never  
8 heard of you paying anything either.

9 But that incident, we had  
10 things fall off walls and break, and this happens,  
11 vibration happens like that all of the time. If  
12 it is increased, it will greatly increase our  
13 quality of life. I would like to see the monitor  
14 and the noise addressed. Thank you.

15 MODERATOR ANN SWOPE: Thank you.

16 That is the only name we had  
17 on the list but maybe she generated your thoughts  
18 for more comments, so I will give you a couple of  
19 minutes if you have something you would like to  
20 say.

21 MR. ELWOOD: My name is Bob Elwood, I'm  
22 with the Potomac River Association and thank you  
23 for including us on your list and sending us the

1 EIS. I actually have questions but I'm not  
2 hearing how we deal with questions, but I can  
3 rephrase them or you can tell me how the questions  
4 are asked.

5 MODERATOR ANN SWOPE: You can actually  
6 ask the question here and it will be answered in  
7 the final EIS.

NG0001.1

8 MR. ELWOOD: Are biological strains  
9 identifiable as coming genetically, identifiable  
10 as coming from Dahlgren, if that became an issue  
11 and need to identify where it came from. Can we  
12 differentiate naturally occurring basil lights  
13 from the released versions, is the question.

14 And the, there was a statement  
15 of no significant impact. On the draft EIS, there  
16 was a reference to negligible impacts, and my  
17 question is, what's the difference between no  
18 significant -- is there a difference between no  
19 significant impact and a negligible impact. And  
20 the related question was, in analyzing  
21 environmental impact statements, has a whole lot  
22 of negligible impacts ever become a significant  
23 impact? And that's all I have. Thank you.

NG0001.2

1 MODERATOR ANN SWOPE: Thank you. Are  
2 there any additional oral comments?

3 Norman Closta.

4 MR. CLOSTA: Okay, and as stated, my  
5 name is Norman Closta. I'm the board president of  
6 the Swan Point Property Owners Association here  
7 across the river from Dahlgren, and like the  
8 previous speaker, I would like to form some  
9 comments in the terms of questions.

10 One of the things I have got a  
11 question is going from a baseline to alternative  
12 one to alternative two, you are talking about a  
13 horizon of 27 years, I'm sorry, 15 years going  
14 down to 2027. What's not clear to me is what is  
15 the budget assumptions you are making with respect  
16 to the Defense Department budget and the ability  
17 to get that kind of comings to handle these kinds  
18 of scenarios that you are talking about, which  
19 alternative two you are talking about a 16 percent  
20 increase over the alternative one, and baseline  
21 combined. So, I would like to find out what  
22 assumptions you are make in terms of the budget.

23 Also, the question about the

1 biological and chemical testing, it's not clear as  
2 to why Ben Gay like products can stimulate and  
3 simulate toxins, and how we make that  
4 extrapolation, and what is the worth of doing  
5 these kind of testing when there is no known link  
6 up that is at least presented in the system.

7 And also, looking at my **NG0002.2**  
8 questions here, again it is assumptions. You  
9 check with various program managers on future **NG0002.3**  
10 requirements, so the requirements analysis are  
11 based upon what? Is this based upon a threat  
12 analysis or is it just program managers both  
13 within Dahlgren itself or scattered throughout the  
14 Defense Department who you support, is it based  
15 upon threats or is it based upon wishful thinking?  
16 And that's an important thing to understand as the  
17 basis for developing these alternatives, because  
18 there is a lot of money tied up in these things  
19 and also it goes back to the comment that you **NG0002.4**  
20 heard first about what's the basis for doing night  
21 testing and bad weather testing? It's not clear  
22 exactly what that is. Thank you.

23 MODERATOR ANN SWOPE: Thank you. Are

1           there any additional oral commenters from those  
2           who have spoken already or those who have not  
3           spoken? You are both eligible to come back to the  
4           podium.

5                               (no response from the  
6           audience)

7                       MR. CLOSTA: We can still submit written  
8           comments by the dead line?

9                       MODERATOR ANN SWOPE: Absolutely.

10                               This then concludes our public  
11           oral comment portion of the evening. You may  
12           provide oral comments in private as soon as I  
13           leave the podium. We will have you a separate  
14           room to do that, and I remind you that you may  
15           provide written comments while you are here or  
16           after you leave. You just need to make sure you  
17           get them postmarked by October 1. And we all at  
18           Naval Service Warfare Center Dahlgren Division  
19           Naval Support Activities South Potomac, thank you  
20           for your interest in our Draft and Environmental  
21           Impact Statement. Thank you.

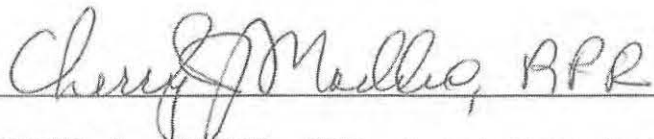
22                               -----  
23                               HEARING CONCLUDED AT 6:50 P.M.

## 1 CERTIFICATE OF COURT REPORTER

2 I, Cherryl J. Maddox, hereby certify that I was the  
3 Court Reporter in the hearings, held in Newburg Volunteer  
4 Rescue Squad, 12245 Rock Point Road, Newburg, Maryland, on  
5 September 11, 2012, at the time of the hearing herein.

6 I further certify that the foregoing transcript is a  
7 true and accurate record of the hearing herein.

8 Given under my hand this 8th day of October, 2012.

9  
10  
11   
12  
13 CHERRYL J. MADDOX, RPR, Court Reporter

**PUBLIC  
COMMENTS**

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-----Original Message-----

From: Philip Lehman [<mailto:plehman47@verizon.net>]

Sent: Tuesday, August 21, 2012 12:15 PM

To: dlgr\_nswc\_eis

Subject: DEIS document

Thanks (I think) for the DEIS CD. Comprehensive and informative. The only thing I would have liked to have seen discussed was NSW's safety record over perhaps the past 5-10 years as it relates to range activities: noise complaints, structural damage, wildlife and human illnesses/injuries/deaths related to release of simulants, EM, laser or ordinance - both worker and non-employee (community) related. I know it is not a part of the EIS but as a concerned citizen it would be useful to know that NSW has a great, good or bad safety record before I support an increase in range activity.

I used to fly fighters for the Air National Guard and whenever we wanted to increase or applied to continue existing air-to-air or air- to-ground range activity we were always compelled to demonstrate the number and location of any untoward events (supersonic flights, noise complaints, off range releases, etc) and what actions we had taken to preclude repeat incidents.

Phil Lehman, DVM  
King George, VA

POOI.1

-----Original Message-----

From: usacitizen1 usacitizen1 [<mailto:usacitizen1@live.com>]

Sent: Saturday, August 25, 2012 3:00 PM

To: dlgr\_nswc\_eis; [humanelines@hsus.org](mailto:humanelines@hsus.org); [info@peta.org](mailto:info@peta.org); [info@idausa.org](mailto:info@idausa.org); [foe@foe.org](mailto:foe@foe.org)

Cc: [info@emagazine.com](mailto:info@emagazine.com); [info@oceana.org](mailto:info@oceana.org); [info@opsociety.org](mailto:info@opsociety.org); [info@pewtrusts.org](mailto:info@pewtrusts.org); [info@seashepherd.org](mailto:info@seashepherd.org)

Subject: PUBLIC COMMENT ON FEDERAL REGISTER FW: THIS ALLEGED "RESEARCH"

KILLS WHALES, DOLPHINS, ALL MARINE LIFE - US NAVY DOESNT CARE - IT JUST KILLS THEM MAKING EARTH POORER

THERE SHOULD BE NO GROWTH IN DESTRUCTION CAUSED BY THE NAVY. THE DESTRUCTION THEY ALREADY CAUSE IN AMERICA IS DISGUSTING AND DEPRAVED. THEY SHOULD BE TRAINING IN AMERICA WITHOUT HURTING THE ENVIRONMENT. LET THEM GO TO THE COUNTRIES WE ARE AT WAR WITH TO DESTROY, NOT HERE IN AMERICA, THEIR OWN COUNTRY. IT IS TIME TO SHUT DOWN THE PERPETUAL WARS AMERICA IS IN. WE NEED TO BE OUT OF WAR FOR A WHILE. OUR GOVT WANTS US TO BE IN PERPETUAL WAR. SUCH WARS ARE SENDIGN THIS COUNTRY INTO OBLIVION. THE FISH AND TURTLES DIDN'T CAUSE ANY WAR - WHY ARE YOU BOMBING THEM? THIS KILLING HAS TO STOP. THERE IS NO JUSTIFICATION FOR IT. THIS COMMENT IS FOR THE PUBLIC RECORD. JEAN PUBLIC

P002.1

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[Federal Register Volume 77, Number 165 (Friday, August 24, 2012)] [Notices]  
[Pages 51528-51530] From the Federal Register Online via the Government  
Printing Office [[www.gpo.gov](http://www.gpo.gov) <<http://www.gpo.gov/>> ] [FR Doc No: 2012-20937]

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DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Public Hearings for the Draft Environmental Impact Statement for  
Outdoor Research, Development, Test and Evaluation Activities, Naval Surface  
Warfare Center, Dahlgren Division, Dahlgren, VA

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

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SUMMARY: Pursuant to Section (102)(2)(c) of the National Environmental Policy Act (NEPA) and the Council on Environmental Quality regulations for implementing the procedural provisions of NEPA (Title 40 Code of Federal Regulations Parts 1500-1508), the Department of the Navy (DoN) has prepared and filed with the U.S. Environmental Protection Agency a Draft Environmental Impact Statement (EIS) to evaluate the potential environmental effects of expanding Naval Surface Warfare Center, Dahlgren Division's (NSWCDD) research, development, test and evaluation (RDT&E) activities within the Potomac River Test Range (PRTR) complex, Explosives Experimental Area (EEA) Range complex, the Mission Area, and Special-Use Airspace (SUA) located at Naval Support Facility (NSF) Dahlgren, Dahlgren, VA.

The DoN will conduct three public hearings to receive oral and written comments on the Draft EIS. Federal, state, and local agencies, elected officials, and other interested individuals and organizations are invited to be present or represented at the public hearings. This notice announces the dates and locations of the public hearings for this Draft EIS.

DATES AND ADDRESSES: Public hearings will be held on the following dates and locations:

1. September 11, 2012 at the Newburg Volunteer Rescue Squad and Fire Department, 12245 Rock Point Road, Newburg, MD 20664;
2. September 12, 2012 at the A.T. Johnson Alumni Museum, 18849 Kings Highway, Montross, VA 22520; and
3. September 13, 2012 at the Mary Washington University-Dahlgren Campus,

4224 University Drive, King George, VA 22485.

All meetings will be held from 6:00 p.m. to 8:00 p.m. and will begin with a presentation followed by a public comment period.

FOR FURTHER INFORMATION CONTACT: Commander, Naval Surface Warfare Center

Dahlgren Division, 6149 Welsh Road, Suite 203, Dahlgren, VA 22448-5130,

Attn: Code C6 (NSWCDD PAO), Fax: 1-540-653-4679, Email:

[DLGR\\_NSWC\\_EIS@NAVY.MIL](mailto:DLGR_NSWC_EIS@NAVY.MIL), Phone: 1-540-653-8154, or Web site:

<http://www.navsea.navy.mil/nswc/dahlgren/EIS/index.aspx>.

SUPPLEMENTARY INFORMATION: A Notice of Intent to prepare the NSWCDD Outdoor

RDT&E Activities Draft EIS was published in the Federal Register on June 18, 2007 (72 FR 33456-33457). Five public scoping meetings were held on the following dates and locations:

1. July 23, 2007, Shiloh Baptist Church, 13457 Kings Highway, King George, VA 22485;
2. July 24, 2007, Christ Episcopal Church, 37497 Zach Fowler Road, Chaptico, MD 20621;
3. July 25, 2007, La Plata Volunteer Fire Department, 911 Washington Avenue, La Plata, MD 20646;
4. July 30, 2007, Saint Mary's Episcopal Church, 203 Dennison Street, Colonial Beach, VA 22443; and
5. July 31, 2007, Callao Rescue Squad Hall, 1348 Northumberland Highway, Callao, VA 22435.

The proposed action is to expand NSWCDD's RDT&E capabilities within the PRTR Complex, the EEA Range Complex, Mission Area, and SUA. These RDT&E activities include outdoor operations that require the use of ordnance, high-power electromagnetic (EM) energy, high-energy (HE) lasers, and chemical and biological simulants (non-toxic substances used to mimic dangerous agents). Under the proposed action, the average number of events that could take place annually (with the exception of large-caliber gun firing events) would increase above current baseline levels. To ensure that equipment and materials work effectively, even in less-than-ideal conditions, some activities would take place under conditions in which

activities are now rarely/never conducted, such as at dusk, dawn, and night and in adverse weather.

The purpose of the proposed action is to enable NSWCCD to meet current and future mission-related warfare and force-protection requirements by providing RDT&E of surface ship combat systems, ordnance, HE lasers and directed-energy systems, force-level warfare, and homeland and force protection.

The need for the proposed action is to enable the DoN and other stakeholders to successfully meet current and future national and global defense challenges required under 10 U.S.C. 5062 (2006) by developing a robust capability to carry out assigned RDT&E activities within the PRTR and EEA Range Complexes,

[[Page 51529]]

the Mission Area, and the SUA at NSF Dahlgren.

NSWCCD evaluated a range of alternatives that would meet action objectives, and applied screening criteria to identify those alternatives that were "reasonable" (i.e., practical and feasible).

Reasonable alternatives were carried through the Draft EIS analysis.

Screening criteria included:

1. Criterion 1--accommodate historical and current, baseline RDT&E mission requirements for activities that have the potential to affect human health and/or the environment; namely, those involving ordnance, the use of high-power EM energy, HE lasers, chemical simulants, and the use of the PRTR;
2. Criterion 2--accommodate known future requirements, which include the use of biological simulants alone;
3. Criterion 3--accommodate optimal potential future requirements by incorporating a margin of growth for the most actively evolving programs for which it is difficult to accurately forecast future needs, and include mixtures of biological and chemical simulants; and
4. Criterion 4--minimize impacts to commercial and recreational use of the Potomac River.

Reasonable alternatives were carried through the Draft EIS analysis. The Draft EIS considers three alternatives as summarized below:

1. No Action Alternative--maintains current operations and provides a baseline against which to measure the impacts of the other two alternatives.

2. Alternative 1--includes No Action Alternative plus growth above No Action Alternative levels necessary to meet RDT&E mission requirements in the near future.

3. Alternative 2--Provides for roughly 15% growth in activity levels above that of Alternative 1 to provide a margin of growth for the most actively evolving programs. It addresses current baseline requirements, known future requirements, and projected increases in the foreseeable future based on current trends. This alternative is the Preferred Alternative.

Alternatives 1 and 2 constitute increases in current activities of small-arms firing, detonations, high-power EM energy events, HE laser events, chemical and biological simulant (defense) events, and PRTR hours of use.

Alternative 2 (Preferred Alternative) satisfies current baseline requirements, includes the growth necessary to meet known RDT&E mission requirements for the near future and includes a margin of growth for the most actively evolving programs, namely those for which the numbers of future annual test events, firings, and hours of use are harder to predict because of the uncertainties inherent in carrying out RDT&E.

The Draft EIS evaluates the potential environmental effects associated with NSWCCD's outdoor RDT&E activities. Alternatives were evaluated within resource areas including land use and plans, coastal zone resources, socioeconomics, environmental justice communities, protection of children, utilities, air quality, noise levels, cultural resources, hazardous materials and hazardous waste, health and safety, geology, topography, soils and sediments, water resources, and aquatic and terrestrial biological resources. The analysis includes an evaluation of the direct, indirect, and cumulative impacts. Methods to reduce or minimize impacts to affected resources are addressed.

The DoN has made a preliminary finding that for all three alternatives there would be no significant impact to land use and plans, coastal zone resources, socioeconomics, low-income and minority populations, children, utilities, air quality, noise levels, cultural resources, hazardous materials and hazardous waste, health and safety, geology, topography, soils and sediments, water resources, and aquatic and terrestrial biological resources, and we are awaiting concurrence from the respective agencies.

All alternatives have the potential to affect fish and sea turtles species protected under the Endangered Species Act (ESA). In accordance with Section 7 of the ESA, the DoN consulted with the National Marine Fisheries Service (NMFS) for potential impacts to federally-listed species. NMFS concurred with the DoN's finding that the alternatives are not likely to adversely affect the endangered shortnose sturgeon, the Atlantic sturgeon, or ESA-listed sea turtles. No terrestrial animals or plants protected under the ESA, the Migratory Bird Treaty Act, or Bald and Golden Eagle Protection Act would be affected. Based on the DoN's analysis, the proposed action would not result in the incidental harassment of marine mammals protected under the Marine Mammal Protection Act.

The DoN is also consulting with NMFS regarding potential effects on essential fish habitat under the Magnuson Stevens Fishery Conservation and Management Act with the release of this Draft EIS. The DoN has made a preliminary finding that there would be no adverse impacts on essential fish habitat under any of the alternatives, and we are awaiting concurrence from NMFS.

Federal Coastal Consistency Determinations will be forwarded to Virginia and Maryland with the Draft EIS. Based on analysis, the DoN has made a preliminary finding that there would be no to minimal impact on coastal resources, and the Proposed Action is consistent to the maximum extent practical with Virginia and Maryland policies. We are awaiting concurrence from the Virginia and Maryland Coastal Management Programs.

The DoN consulted with the State Historic Preservation Officers (SHPOs) in Maryland and Virginia. Both SHPOs concluded there would be no adverse effect on National Register-listed or eligible resources in the areas of potential effect under all the alternatives.

NSWCDD will continue to adhere to general safety and environmental protective measures for all RDT&E activities and to implement specific protective measures for RDT&E activities using chemical and biological stimulants. No specific mitigation measures are required.

The Draft EIS was distributed to federal, state, and local agencies, elected officials, and other interested individuals and organizations. The public comment period will end on October 1, 2012.

The Draft EIS is available for review or download at:

<http://www.navsea.navy.mil/nswc/dahlgren/EIS/index.aspx>.

Copies of the Draft EIS are available for public review at the following

libraries:

1. Lewis Egerton Smoot Memorial Library, 8562 Dahlgren Road, King George, VA 22485;
2. Cooper Memorial Library, 20 Washington Avenue, Colonial Beach, VA 22443;
3. Northumberland Public Library, 7204 Northumberland Highway, Heathsville, VA 22473;
4. Charles County Public Library, La Plata Branch, 2 Garrett Avenue, La Plata, MD 20646; and
5. St. Mary's County Library, Leonardtown Branch, 23250 Hollywood Road, Leonardtown, MD 20650.

Federal, state, and local agencies, elected officials, and interested individuals and organizations are invited to be present or represented at the public hearings where oral and written comments on the Draft EIS will be received. Oral statements will be heard and transcribed by a stenographer; however, to ensure the accuracy of the record, all statements should be submitted in writing. All

[[Page 51530]]

statements, both oral and written, will become part of the public record on the Draft EIS and will be responded to in the Final EIS.

Equal weight will be given to both oral and written statements. In the interest of available time, and to ensure all who wish to give an oral statement have the opportunity to do so, each speaker's comments will be limited to two (2) minutes. If a long statement is to be presented, it should be summarized at the public hearing with the full text submitted either in writing at the hearing, or mailed, faxed, or emailed to Commander, Naval Surface Warfare Center Dahlgren Division, 6149 Welsh Road, Suite 203, Dahlgren, VA 22448-5130, Attn: Code C6 (NSWCDD PAO), Fax: 1-540-653-4679, or Email: [DLGR\\_NSWC\\_EIS@navy.mil](mailto:DLGR_NSWC_EIS@navy.mil) during the comment period. All written comments must be postmarked or received by October 01, 2012 to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Dated: August 20, 2012.

C.K. Chiappetta,

Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal  
Register Liaison Officer.

[FR Doc. 2012-20937 Filed 8-23-12; 8:45 am] BILLING CODE 3810-FF-P

September 12, 2012

NSWC-Dahlgren Division  
6149 Welsh Road, Suite 203  
Dahlgren, VA 22448-5117

Dear Mr. Smith:

I have reviewed the extensive material that was sent on the CD and understand now more of what are the mission and accomplishments at the Dahlgren NSWC.

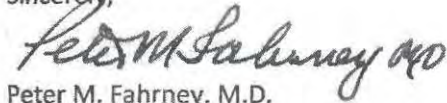
It is clear why the ballistic range was created down the Potomac River. In the early 1900s it made sense. Today, with the current population base, increased recreational activity and use of the river, this activity is less logical. My personal opinion is that this part of the Dahlgren mission should be phased out.

P003.1

There is one problem that I feel should be fixed at the NSWC. That is the periodic burn (explosives or other toxins) at Pumpkin Neck with the resultant pollution of the atmosphere. In this day of ecologic technology, there must be a different way to accomplish the task without polluting the atmosphere. Below are just a few of the photos that I have taken over the past few years illustrating the problem.

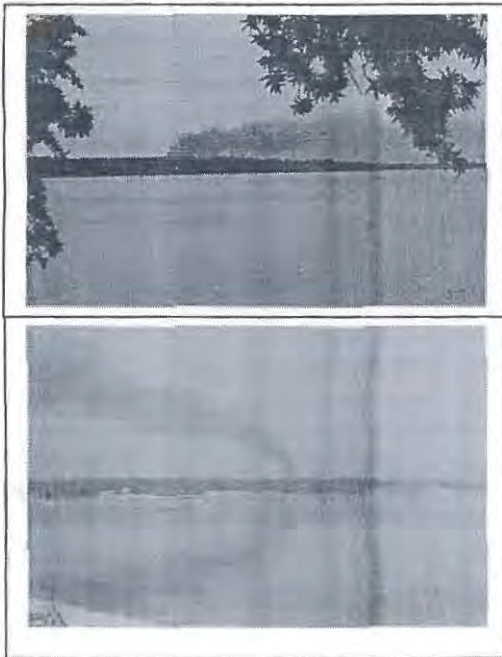
P003.2

Sincerely,



Peter M. Fahrney, M.D.

3419 Riverview Drive  
Colonial Beach, VA 22443-4830





## Comment Form

**Draft Environmental Impact Statement  
Outdoor Research, Development, Test and Evaluation Activities  
Naval Surface Warfare Center, Dahlgren Division**

Name: Virginia O'Brien

Title: \_\_\_\_\_

Agency/Organization: \_\_\_\_\_

Street Address: 4371 Danube Dr. CPO Box 663 Dahlgren Va

City, State, Zip: King George County, VA

Optional: Add your e-mail address and/or phone number so we can contact you if we have trouble reading your name, address, or comment: 5b836a@verizon.net

540-663-3888

All comments become part of the public record and will be addressed in the Final Environmental Impact Statement (EIS). The name of the person making the comment will be included, but personal contact information will not be published.

Please print your comment and place the completed comment in the box on the comment table.

P004.1

Increase in Small Arms Fire  
[ Ques (Will all bullets be recovered? I'm concerned about lead in bullets impacting wildlife in the area. Or, will there be an indoor range instead?) ]

(Continue comments on back of sheet)

***Comments must be received or postmarked by October 1, 2012 to ensure that they become part of the official record and are assessed and considered as part of the Final EIS.***

E-mail: dlgr\_nswc\_eis@navy.mil

-----Original Message-----

From: B K [mailto:bhkkjk@gmail.com]

Sent: Friday, September 14, 2012 1:09 PM

To: dlgr\_nswc\_eis

Cc: KellyC@CharlesCounty.org; RobinsonK@charlescounty.org

Subject: EIS Comments re: Dahlgren

September 14, 2012

Commander, Attn. Code 6

Naval Surface Warfare Center Dahlgren

6149 Welsh Road, Suite 203

Dahlgren, VA 22448-5130

Re: Proposed Dahlgren Expansion and EIS

Dear Commander:

Expanding activities at Dahlgren undoubtedly will be approved; nevertheless, our family is not in favor of it.

With veterans in our family having served in Korea, Viet Nam and Iraq, we understand the value of experimentation and testing. In fact, a close relative has worked for years at an arsenal providing your facility and others with munitions.

We moved to Swan Point for peace and quiet. For as long as we've lived here (seven yrs.) we have endured Dahlgren's testing and find it problematic. Our home, at times, is so severely jarred that everything vibrates and rattles, and our son (an Iraq veteran with PTSD) is reluctant to visit.

The EIS evaluated historic buildings, but it would benefit our communities to know specifically how homes in the vicinity are being impacted. What is your responsibility, and what procedures exist for homeowners to follow if homes are damaged? Some homes are more substantially built, but after years of repeated vibrations all structures will suffer.

P005.1

Regardless of specific activities, the EIS does not provide the confidence needed to support expansion. As stated, findings are inconclusive, indecisive, and repetitive: ". . . may affect, but is not likely to adversely affect . . ." When something is deemed not likely, a possibility remains.

P005.2

For us, the consequences of current activities are minimally tolerant, and most emphatically we do not favor expanding activities at dusk, dawn, night, and in inclement weather as proposed.

Belinda and Kevin Keller  
15116 Bayshire Place  
Swan Point, MD 20645

cc: Charles County Commissioners, President Candice Quinn Kelly and Ken Robinson, District 1

ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Complete TRANSCRIPT of all the public speakers

taken in the public hearing held on September 11, 2012, at  
the Newburg Volunteer Rescue Squad, 12245 Rock Point Road,  
Newburg, Maryland, at 6:00 p.m.

Reported by: Cherryl J. Maddox

**MADDOX REPORTING SERVICE, INC.**  
Registered Professional Reporter  
684 Burnt House Point  
Colonial Beach, Virginia 22443  
(540) 372-6874  
(804) 224-7275

1 September 11, 2012

2 MODERATOR ANN SWOPE: Now we are moving  
3 to the hearing portion of our meeting. We will be  
4 taking your oral comments on the Draft EIS. We  
5 want your comments to insure that we thoroughly  
6 considered your inputs in our decision.

7 Your comments will be recorded  
8 for the public record. There is an official  
9 recorder present, who will record your oral  
10 comments and prepare a transcript.

11 We won't be responding to  
12 questions tonight, however substantial comments  
13 will be addressed in the final EIS. If you would  
14 like to speak and haven't signed up yet, you may  
15 do so at the sign up table right now or at any  
16 time while we are open to comment.

17 So, if you later feel you  
18 would like to make an additional oral comment, you  
19 may sign up to speak again. Each speaker will be  
20 allowed two minutes. We have a time keeper with a  
21 clock, it is located at this table up front. The  
22 clock will count down and sound an alarm when your  
23 time is up. If you have not finished your

1 comment, I can give you your text and we will, on  
2 a comment form, and it will be included in the  
3 public record.

4 As an alternative to  
5 publically stating your comment, you may dictate  
6 your comment to the official recorder in private  
7 after the public oral comments conclude. Please  
8 sign up at the table for private dictation.

9 Additionally, we welcome your  
10 written comments during or after the meeting.  
11 Comment forms are also available at the welcome  
12 table and can be deposited in the blue box right  
13 here on the comment table. To submit written  
14 comments after the meeting, please take a public  
15 hearing information sheet with you. You should  
16 have been provided one when you came in. There  
17 are also more we can give you on the way out.  
18 They provide our e-mail, our fax, and our mailing  
19 addresses. I remind you that your comments need  
20 to be post marked by October 1, 2012.

21 We will now take speakers in  
22 the order from the speaker sign up list. As I  
23 call your name, please come to the microphone and

1 state your name and any organization affiliation  
2 that you have.

3 Charlotte Simpson.

4 MS. SIMPSON: Hi, my name is Charlotte  
5 Simpson, I am coordinator of Neighborhood Crime  
6 Watch and Citizens on Patrol. I am also  
7 representative, it looks like tonight, of Citizen,  
8 the Cobb Island Citizens Association.

9 My comments are my own,  
10 though. I'm concerned about the noise and  
11 vibration. I live on Cobb Island. I live on the  
12 Wicomico side, but I have relatives on the Potomac  
13 side also. About a year ago, we had a day at  
14 hell. And you all did address it at our Citizen's  
15 Association. We thought we were being bombed. We  
16 thought we had missed the evacuation. You  
17 temporarily put up a sound and vibration monitor  
18 down on the island when you were testing for a  
19 couple of weeks. I would like to see one down  
20 there full time. That is what we are concerned  
21 about, this happening again if we have increase --  
22 I am reading on the impact statement that it could  
23 be tested at night. I object to that. I think we

P006.1

P006.2

P006.2

1 all do. We need our sleep. And I would really,  
2 really, like a monitor down there so you know it  
3 is happening. I know you do the weather, take  
4 everything into account, and I fully support you,  
5 I really do, but we have to live there. So, and I  
6 know that you will come down and look at cracked  
7 windows, broken stuff, but you know, I have never  
8 heard of you paying anything either.

P006.3

9 But that incident, we had  
10 things fall off walls and break, and this happens,  
11 vibration happens like that all of the time. If  
12 it is increased, it will greatly increase our  
13 quality of life. I would like to see the monitor  
14 and the noise addressed. Thank you.

15 MODERATOR ANN SWOPE: Thank you.

16 That is the only name we had  
17 on the list but maybe she generated your thoughts  
18 for more comments, so I will give you a couple of  
19 minutes if you have something you would like to  
20 say.

21 MR. ELWOOD: My name is Bob Elwood, I'm  
22 with the Potomac River Association and thank you  
23 for including us on your list and sending us the

1 EIS. I actually have questions but I'm not  
2 hearing how we deal with questions, but I can  
3 rephrase them or you can tell me how the questions  
4 are asked.

5 MODERATOR ANN SWOPE: You can actually  
6 ask the question here and it will be answered in  
7 the final EIS.

8 MR. ELWOOD: Are biological strains  
9 identifiable as coming genetically, identifiable  
10 as coming from Dahlgren, if that became an issue  
11 and need to identify where it came from. Can we  
12 differentiate naturally occurring basil lights  
13 from the released versions, is the question.

14 And the, there was a statement  
15 of no significant impact. On the draft EIS, there  
16 was a reference to negligible impacts, and my  
17 question is, what's the difference between no  
18 significant -- is there a difference between no  
19 significant impact and a negligible impact. And  
20 the related question was, in analyzing  
21 environmental impact statements, has a whole lot  
22 of negligible impacts ever become a significant  
23 impact? And that's all I have. Thank you.

1 MODERATOR ANN SWOPE: Thank you. Are  
2 there any additional oral comments?

3 Norman Closta.

4 MR. CLOSTA: Okay, and as stated, my  
5 name is Norman Closta. I'm the board president of  
6 the Swan Point Property Owners Association here  
7 across the river from Dahlgren, and like the  
8 previous speaker, I would like to form some  
9 comments in the terms of questions.

10 One of the things I have got a  
11 question is going from a baseline to alternative  
12 one to alternative two, you are talking about a  
13 horizon of 27 years, I'm sorry, 15 years going  
14 down to 2027. What's not clear to me is what is  
15 the budget assumptions you are making with respect  
16 to the Defense Department budget and the ability  
17 to get that kind of comings to handle these kinds  
18 of scenarios that you are talking about, which  
19 alternative two you are talking about a 16 percent  
20 increase over the alternative one, and baseline  
21 combined. So, I would like to find out what  
22 assumptions you are make in terms of the budget.

23 Also, the question about the

1 biological and chemical testing, it's not clear as  
2 to why Ben Gay like products can stimulate and  
3 simulate toxins, and how we make that  
4 extrapolation, and what is the worth of doing  
5 these kind of testing when there is no known link  
6 up that is at least presented in the system.

7 And also, looking at my  
8 questions here, again it is assumptions. You  
9 check with various program managers on future  
10 requirements, so the requirements analysis are  
11 based upon what? Is this based upon a threat  
12 analysis or is it just program managers both  
13 within Dahlgren itself or scattered throughout the  
14 Defense Department who you support, is it based  
15 upon threats or is it based upon wishful thinking?  
16 And that's an important thing to understand as the  
17 basis for developing these alternatives, because  
18 there is a lot of money tied up in these things  
19 and also it goes back to the comment that you  
20 heard first about what's the basis for doing night  
21 testing and bad weather testing? It's not clear  
22 exactly what that is. Thank you.

23 MODERATOR ANN SWOPE: Thank you. Are

1           there any additional oral commenters from those  
2           who have spoken already or those who have not  
3           spoken? You are both eligible to come back to the  
4           podium.

5                               (no response from the  
6           audience)

7                       MR. CLOSTA: We can still submit written  
8           comments by the dead line?

9                       MODERATOR ANN SWOPE: Absolutely.

10                               This then concludes our public  
11           oral comment portion of the evening. You may  
12           provide oral comments in private as soon as I  
13           leave the podium. We will have you a separate  
14           room to do that, and I remind you that you may  
15           provide written comments while you are here or  
16           after you leave. You just need to make sure you  
17           get them postmarked by October 1. And we all at  
18           Naval Service Warfare Center Dahlgren Division  
19           Naval Support Activities South Potomac, thank you  
20           for your interest in our Draft and Environmental  
21           Impact Statement. Thank you.

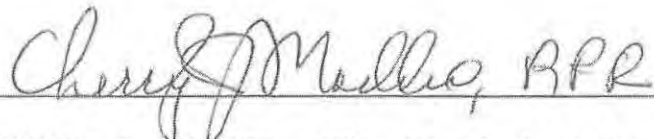
22                               -----  
23                               HEARING CONCLUDED AT 6:50 P.M.

## 1 CERTIFICATE OF COURT REPORTER

2 I, Cherryl J. Maddox, hereby certify that I was the  
3 Court Reporter in the hearings, held in Newburg Volunteer  
4 Rescue Squad, 12245 Rock Point Road, Newburg, Maryland, on  
5 September 11, 2012, at the time of the hearing herein.

6 I further certify that the foregoing transcript is a  
7 true and accurate record of the hearing herein.

8 Given under my hand this 8th day of October, 2012.  
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12   
13 CHERRYL J. MADDOX, RPR, Court Reporter  
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ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

Complete TRANSCRIPT of all the public speakers  
taken in the public hearing held on September 12, 2012, at  
the A. T. Johnson Alumni Museum, 18849 Kings Highway,  
Montross, Virginia, at 6:58 p.m.

Reported by: Cherryl J. Maddox

**MADDOX REPORTING SERVICE, INC.**  
Registered Professional Reporter  
684 Burnt House Point  
Colonial Beach, Virginia 22443  
(540) 372-6874  
(804) 224-7275

1 September 12, 2012

2  
3 MODERATOR PETE KOLAKOWSKI: Thank you,  
4 Captain Smith.

5 Now, let us move to the  
6 hearing portion of our meeting. While nobody has  
7 formally signed up, we want to give you the  
8 opportunity, as I read for the record the  
9 procedures and process for the public hearing that  
10 if you do wish to speak, I want to make this  
11 available to you. I will put it right here in  
12 case anybody wants to sign up to speak.

13 But let me read into the  
14 record the process for the public hearing:  
15 Comments will be recorded for the public record.  
16 There is an official recorder, and she is, will  
17 prepare a transcript from the recording of verbal  
18 and comments that are made. This is your public  
19 hearing and we will address both verbal and  
20 written substantive comments in the final EIS.

21 Again, I say that if you wish  
22 to speak and haven't signed up yet, please do so,  
23 so that we can recognize you and we will continue

1           this until we conclude the public hearing.

2                       Also, if you feel that you  
3           have additional comments to make, you may, after  
4           you are done speaking, ask to speak again. Each  
5           speaker will be allowed two minutes. We have a  
6           time keeper, which is located right over there,  
7           and this clock will count down the time that you  
8           have.

9                       You can also provide us your  
10          written or text comments and those will be entered  
11          into the record. As an alternative, if you do not  
12          wish to speak publically, our recorder can take  
13          your comments in private and we will provide that  
14          opportunity after we are done with the formal  
15          public comment period. If you wish to do this,  
16          please sign up and we have a sign up list with a  
17          private comment dictation if you wish to do that.

18                      As the Captain says, it will  
19          be reiterated again and again, we welcome your  
20          written comments, not only during this meeting,  
21          but even after the meeting, after this meeting.  
22          We have forms available that you can provide those  
23          comments. You can drop them off here or you can

1 present those either by mail to us or by e-mail.

2 We have a public hearing  
3 information sheet that we welcome you to take with  
4 you, so that you can send us any written comments,  
5 either by e-mail, fax, or mailing it in, the old  
6 snail mail method. Please be reminded that we  
7 need to have those by October 1st, or postmarked  
8 by October 1st.

9 Again, if you want to  
10 publically speak, we have a microphone, or we have  
11 an area that you can speak to the group, and I  
12 guess I would say I don't see a thunderous roar of  
13 people running to the sign up sheet, but let me  
14 offer to the people that are here, does anybody  
15 wish to speak, to provide any verbal comments?

16 (no response from the  
17 audience)

18 MODERATOR PETE KOLAKOWSKI: Again, what  
19 I would like to do before we conclude this public  
20 hearing, is again invite you to take an  
21 information sheet, if you haven't already done so,  
22 and if you do have any comments or input that you  
23 want us to consider as we finalize this

1 Environmental Impact Statement, please send it to  
2 us. We welcome your comments. And before I  
3 conclude this public hearing, let me say one, one  
4 last call does anybody wish to speak?

5 (no response from the  
6 audience)

7 MODERATOR PETE KOLAKOWSKI: Hearing  
8 none, let me say thank you, and we appreciate you  
9 coming on out. And again, if you haven't any  
10 comments that you want to give to us, October 1st,  
11 is the deadline. We will even take it by carrier  
12 pigeon, but the bottom line is please take the  
13 information, if you wish to send it to us.

14 Again, this concludes our  
15 public hearing. Thank you for coming out.


16 -----  
17 HEARING CONCLUDED AT 7:03 P.M.  
18  
19  
20  
21  
22  
23

CERTIFICATE OF COURT REPORTER

I, Cherryl J. Maddox, hereby certify that I was the Court Reporter in the hearings, held in A. T. Johnson Alumni Museum, 18849 Kings Highway, Montross, Virginia, on September 12, 2012, at the time of the hearing herein.

I further certify that the foregoing transcript is a true and accurate record of the hearing herein.

Given under my hand this 8th day of October, 2012.



CHERRYL J. MADDOX, RPR, Court Reporter

1  
ORIGINAL

1 ENVIRONMENTAL IMPACT STATEMENT

2 PUBLIC HEARING

3  
4  
5 Complete TRANSCRIPT of all the public speakers

6 taken in the public hearing held on September 13, 2012, at  
7 the University of Mary Washington - Dahlgren Campus, 4224  
8 University Drive, King George, Virginia, at 6:01 p.m.

9  
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11 Reported by: Cherryl J. Maddox  
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20 **MADDOX REPORTING SERVICE, INC.**  
21 Registered Professional Reporter  
22 684 Burnt House Point  
23 Colonial Beach, Virginia 22443  
(540) 372-6874  
(804) 224-7275

1 September 13, 2012

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MODERATOR ANN SWOPE: Thank you, Captain Smith, we appreciate that summary of our preferred alternative, the actions that we are going to take to move forward.

Now, we are going to move to the hearing portion of our meeting. We will be taking oral comments on the draft EIS. We want your comments so we can assure that we have thoroughly considered your inputs in our decision.

Your comments will be recorded by the, for the public record by the official public recorder taking over here. We won't be responding to questions tonight. However, substantial comments or questions will be addressed in the final EIS. If you would like to speak and haven't signed up yet, which none of you have, you may now or any time prior to conclusion of this meeting, sign up.

So I'm going to explain some more things. I'm going to set this right here, you are welcome to sign up.

1                   So, if you would like to  
2                   speak, you may sign up right there and I will call  
3                   your name and you can come up and speak. Also, if  
4                   you later feel you have got an additional oral  
5                   comment to make, you may sign up and speak a  
6                   second time. Each speaker will be allowed two  
7                   minutes. We have a time keeper with a clock  
8                   located at the table across the side there. The  
9                   clock will count down and sound an alarm when your  
10                  time is up. If you haven't finished your comment,  
11                  we will give you time to put the text in a comment  
12                  form and we will include it with the public  
13                  record.

14                 As an alternative to  
15                 publically stating your comment, you may dictate  
16                 or comment in private after the oral commenting is  
17                 concluded. There is also a sign up table for the  
18                 private dictation outside the door and the private  
19                 dictation room is right across the hall.

20                 Additionally, we welcome your  
21                 written comments during or after the meeting.  
22                 Comment forms are available at the welcome table  
23                 right outside the door and you can deposit those

1 in the blue box on that table or you can make sure  
2 that we get them by October 1st. To submit  
3 written comments after this meeting, please take  
4 one of the public hearing information sheets home  
5 with you when you leave. They are available at  
6 the welcome table. They include our e-mail, fax  
7 and mailing addresses. You are reminded that your  
8 comments must be postmarked by October 1st.

9 We will now take speakers in  
10 order from the speakers list on the sign up sheet.  
11 You will come forward to the microphone when I  
12 read your name and once there, please state your  
13 name and any organizational affiliation that you  
14 are with.

15 Warren Veazey.

16 MR. VEAZEY: My name is Warren Veazey, I  
17 work on the Base, I live in the county. Only four  
18 thoughts and ideas and improvements, one talking  
19 to people. They have a lot of issues when they  
20 have to stop and delay things on the range when  
21 they are testing because of jet skis and boats. I  
22 don't know for sure, but I don't believe you guys  
23 post, I would imagine a billboard, with the map of

P007.1

1 the range at public marinas to inform jet skis and  
2 what not of the issues of that. I'm sure there  
3 was a lot of money having to stand down and wait  
4 for the range people here.

P007.1

5 I have one friend of mine in a  
6 soccer team who lives just down river right on the  
7 river, probably the second house physically down  
8 the range on the public property. He said he  
9 wasn't really worried about the noise. The one  
10 issue he had was when we do burns in Pumpkin Neck,  
11 a lot of diesel smoke comes up. He said it hasn't  
12 come over his house yet, but that is the one  
13 concern, he sees a big plume of diesel smoke.

P007.2

14 I notice the sound meters you  
15 have down the range, but with the new rail gun, I  
16 think it might be a good idea to put a sound meter  
17 to brief sound levels. And as far as, it was  
18 announced in the local paper, I never saw it first  
19 hand, saw the article in The Free Lance-Star about  
20 it, but I don't believe it was announced either to  
21 the base employees. I think it could be announced  
22 a little better. Maybe that is my own problem.

P007.3

23 Thank you.

1 MODERATOR ANN SWOPE: Thank you.

2 I apologize if I pronounce  
3 this wrong. But Dreda Newman.

4 MS. NEWMAN: My name is Dreda Newman,  
5 and I would like to just ask a question. I would  
6 like to pose a question. I have lived in the  
7 community quite awhile, was born in the same house  
8 I live in right now, right across the street from  
9 the Base, and I want to ask how is the use of  
10 chemical biological agents and the laser, how is  
11 that going to be monitored, other than by you? I  
12 mean how do we know if there is anything being  
13 used other than what they have stated that is  
14 being used? I'm just trusting that everything is  
15 above board and everything is wonderful.

P008.1

16 Also, if accidents or deaths  
17 occur on the Base, is the public informed or will  
18 we be informed or do we know? I mean, I'm not  
19 sure how much information I'm supposed to know.  
20 Maybe I'm not supposed to know what's going on in  
21 the Base, but I live, like I said, within a few  
22 yards of the base and I am just, I would like to  
23 know more about what's going on instead of just

P008.2

1           whenever I happen to hear of somebody that works  
2           on the base tell me something. Thank you.

3                   MODERATOR ANN SWOPE: Thank you.

4                           In case those comments stirred  
5           other comments within you, it's not too late to  
6           sign up. If you will raise your hand, I will give  
7           you the sign up sheet if you are interested. With  
8           that, then --

9                   MR. WIGGINS: I'm here to take my  
10          journalist hat off for a second, if I may.

11                   MODERATOR ANN SWOPE: Chris Wiggins.

12                   MR. WIGGINS: Christopher Wiggins,  
13          W-I-G-I-N-S. I would recommend that because of  
14          several weeks ago we received several reports of a  
15          UFO, and on Twitter, it became a Twitter trend and  
16          we narrowed it down to the Dahlgren area,  
17          obviously maybe some drones were being used at  
18          night to do some testing. But in light of that,  
19          we did not run a story because we can't confirm  
20          UFO's. Maybe it would be prudent to inform the  
21          public if there are aircraft being used that  
22          people might be concerned about.

P009.1

23                   MODERATOR ANN SWOPE: Thank you. Other

1           comments? Again, I remind you that you are able  
2           to sign up for private dictation, you can do that  
3           right outside.

4                       If there are no further oral  
5           comments at this time, this concludes the public  
6           oral comment portion of our evening. I also  
7           remind you that you can provide written comments.  
8           You can do that here with you and drop them in the  
9           box on your way out, or take some paper with you  
10          or just type an e-mail and mail it from your home  
11          as long as it is postmarked by October 1st.

12                      We appreciate your comments,  
13          your questions, and those questions and comments  
14          will be addressed in our final EIS, which is  
15          available. Take a form with you and you will see  
16          the web site where you can find those documents.  
17          Thank you very much.


18                      -----  
19                      HEARING CONCLUDED AT 7:03 P.M.  
20  
21  
22  
23

## 1 CERTIFICATE OF COURT REPORTER

2  
3 I, Cherryl J. Maddox, hereby certify that I was the  
4 Court Reporter in the hearings, held in the University of  
5 Mary Washington - Dahlgren Campus, 4224 University Drive,  
6 King George, Virginia, on September 13, 2012, at the time of  
7 the hearing herein.

8 I further certify that the foregoing transcript is a  
9 true and accurate record of the hearing herein.

10 Given under my hand this 8th day of October, 2012.  
11  
12

13   
14 \_\_\_\_\_  
15 CHERRYL J. MADDOX, RPR, Court Reporter

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