

Dr. Annamarie Pennucci
Northeast Turf and Ornamental Research
4 Englewood Drive, Raymond, N.H. 03077 (603) 895-8480

Base Realignment and Closing Commission (BRAC)
2521 South Clark Street Suite 200
Arlington, VA
22202

August 20, 2005

Dear BRAC Commission:

As you approach the final deadline for voting on Base Closings please carefully consider the following points:

The terrorists that endangered our nation on Sept. 11, 2001 came through New England.

Why? Because we are so poorly protected. Because our borders are so poorly patrolled. Our sea and air space so poorly protected that no adequate defense of any nature could be made then nor can be made now.

So please do not close Portsmouth Naval Shipyard, Brunswick Naval Air Station or Otis Airforce Base. They are our last three DOD installations that can actively prevent assault upon our shores.

Instead, require that DOD expand Portsmouth Naval Shipyard to include permanently stationed submarines and tenders that patrol our New England and Eastern Seaboard waters. Require that Otis and Brunswick coordinate air defense and threat detection and that DOD utilize all these bases in the most efficient means possible. Require that these defensive measures be put in place to assist in coastal defense immediately.

Please do not leave us unprotected. Vulnerable to another terrorist effort. Vulnerable to assault and attack.

We are all part of this nation. Protect us all equally.

Thank you for your consideration.



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BRAC Commission

AUG 24 2005

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August 20, 2005

Dear Mr. Principi and the BRAC Commission:

Please carefully consider the following points.

Portsmouth Naval Shipyard sits in an unique and spectacular setting which can never be duplicated, not in time nor at any expense.

PNS sits on an island, entirely self-contained and accessible by only two bridges. Where else can DOD buy another island? No where!

PNS is surrounded by water on all sides so that submarines, boats and vessels have easy access but all others do not. Where else can DOD find such perfect isolation? No where!

PNS has Marine guarded rail service to load and unload NUCLEAR fuel in what can only be defined as the most secure facility in the United States. Where else can DOD find a nuclear safe harbor? No where!

PNS has its own essential resources located within the base: its own power station, its own water supply, its own waste management plant. This provides immense security and isolation from catastrophes happening on the mainland. Where else can DOD find such self-containment? No where!

Please remove Portsmouth Naval Shipyard from the list of potential base closures.

Its' unique attributes are beyond priceless and cannot be duplicated anywhere in the United States (all those other islands are already in use!). No amount of money, resources or time can duplicate or improve upon what we already have. Relocation and redirection in this scenario becomes prohibitive and a colossal waste of this nations wealth. We only have so much; keep Portsmouth Naval Shipyard alive and efficient for the safety and protection of all of us.

Thank you for your consideration.


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August 20, 2005

Dear BRAC Commission:

Please carefully consider the following points:

We, as a nation of Americans, have given over vast but sacred millions of acres of our nation to its defense. We have given these bases to our own defense without additional taxation and with the annual input of millions of dollars for the up-keep and utilization of these bases for our defense and for our safety. We have asked for nothing in return but our safety and the safety of our children, our childrens' children.

We have staged wars and conflicts around the globe from these bases.

And we have given up countless millions of AMERICAN lives in defense of this nation. Lives that passed though these bases, trained at these bases, repaired and crafted munitions at these bases, supported us in all our variability at these bases. Protected our freedoms at these bases.

And we have closed too many of these bases already.

That's why we suffered through terrorists attacks and terrorists threats and terrorist attempts.

That's why we need a entire new branch of military called Homeland Security: With bases closed, we remain unprotected.

Because we have so little defense in SOME parts of our nation that our borders are unprotected and our families unguarded.

Because our shores are undefended by submarines, ships, airplanes, helicopters and most importantly, by people. **OUR PEOPLE, OUR BASES.** Please leave us what little defense we have.

Please do not close any more bases.

Specifically **please do not close Portsmouth Naval Shipyard, Brunswick Naval Air Station or Otis Airforce Base.** They are our last three DOD installations that can actively protect us, defend us and preserve us our freedoms.

BRAC Commission

Thank you for your consideration.


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August 20, 2005

Dear BRAC Commission

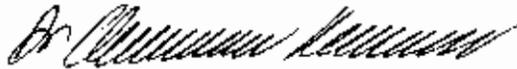
As you approach the final deadline for voting on Base Closings please carefully consider the following points:

WE ARE AT WAR! Whether we as a nation like it or not, we are in combat.

Please do not close ANY bases that are needed to support the CURRENT WAR effort.

Closing any of these bases, specifically Portsmouth Naval Shipyard and Otis Airforce Base will directly endanger those troops currently serving this nation. The ability to repair, quickly and conscientiously, submarines and support vessels is an essential part of this war effort. Please recognize the essential functions of Portsmouth Naval Shipyard and vote to remove PNS from the list of potential closures.

Thank you for your consideration.



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August 20, 2005

Dear Mr. Principi and the BRAC Commission:

Please carefully consider the following points:

All of our nation deserves defense equally.
All of our nation deserves protection equally.
And all of our nation deserves to sleep in peace equally.

But we here in New England and along the Northern Eastern Seaboard have few remaining defensive installations. Few remaining bases and few remaining support facilities.

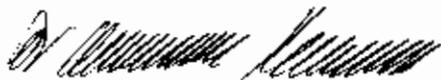
If DOD truly needs to reduce our defense in times of terrorist attack, and in times of actual war and actual combat, then please close bases where they truly are over represented. Where parts of the nation are more than adequately defended, not here in the North east where we are truly under-defended. That's why the terrorists attacks of 9/11 came through New England!!

Please do not leave us any further unprotected: Portsmouth Naval Shipyard provides essential service on this Eastern Seaboard and should be expanded to include truly defensive roles as well as repair facilities. It offers the only efficient repair facility along the entire eastern seacoast and should be made the premier port of repair and refueling.

The bases in Virginia, while truly important to carriers, tenders and the remainder of the fleet, should not mix the needs of nuclear powered but invisible submarines with that fleet.

Let's not endanger the lives of submariners by attempting repairs and refueling among surface vessels.

Thank you for your consideration.



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August 20, 2005

Dear Mr. Principi and the BRAC Commission:

Please carefully consider the following points:

The wealth of this nation that provided defense development and base establishment was meant, then as now, to protect every AMERICAN equally.

Not just some and not just some in some parts of the United States. All of us everywhere.

To this end, please remove the Eastern Seacoast bases from the list of potential closures. We have already lost too many bases. We have already lost a disproportionate number of bases. We have some of the nations most population dense locales and they are currently under-defended and under-protected.

Please spread the needs of bases closure equally among all of us in this nation so that **EVERY STATE has some defense representation in some form**. Please share the wealth of DOD installations and the requirements of responsibility for DOD installations equally among all AMERICANS in EVERY STATE.

Please also give credit and weight to decisions that affect more than one state. **Portsmouth Naval Shipyard serves two states directly and helps protect nearly one third of this nation.** Otis Airforce Base and Brunswick Naval Air Station serve three states directly and protect nearly one quarter of this nation. PNS is now the only shipyard located north of the nations' capitol and serves the entire East Coast; its loss will critically undermine the entire NAVSEA command.

Keep the Northeast safe and protected; keep our Northeastern bases alive and efficient.

Thank you for your consideration.

BRAC (10-10) 05021



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August 20, 2005

Dear Mr. Anthony Principi and the BRAC Commission:

You are so very correct: the numbers do not add up!!

Please ignore the last ditch but flagrant and poor math of the Pentagon and keep our bases open, working and efficient.

It will cost millions more than estimated to close and relocate the most **SUCCESSFUL**, most **EFFICIENT** and most **COST-EFFECTIVE** shipyard in our nation. It will cost many many millions more to clean up a site dedicated to **NUCLEAR RE-FUELING**. And it will cost many many millions more to duplicate the island made security, natural harbor and secure rail lines already in use.

The job engendered to the Department of Defense is not to waste our resources, but to use them wisely and efficiently towards the safety and protection of all.

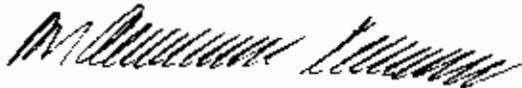
So please keep Portsmouth Naval Shipyard open and at the top of its productivity.

BRAC Commission

Thank you for your consideration.

AUG 23 2005

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2521 South Clark Street Suite 200
Arlington, VA
22202

August 20, 2005

Dear Mr. Principi and the BRAC Commission.

Please carefully consider the following points:

Portsmouth Naval Shipyard has been a cornerstone in our nations defense since the 1600's. And it should remain a cornerstone forever.

Please remember that PNS had changed and adapted to changing requirements without falter throughout its entire history. And it will continue to do so.

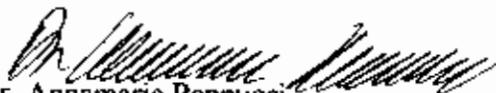
As naval vessels change, shrink and become much more environmentally responsible with novel fuel sources, discharge systems and containment efforts, PNS will continue to change with them. And as its long and illustrious history dictates, those changes will be made efficiently, quickly and at the least expense of any shipyard in our nations history.

And as submarines incorporate other roles, research roles, monitoring roles, evaluation roles and homeland security roles, as well they should, so too will Portsmouth Naval Shipyard also incorporate other roles, expectations and future expansions.

This Portsmouth Naval Shipyard serves an entire nation that expects and deserves safety, expects and deserves protection and expects and deserves defense. PNS stands at the forefront of current needs and has a proven tract record of rapid transition as new needs develop.

So please do not close Portsmouth Naval Shipyard.

Thank you for your consideration.


Dr. Annamarie Pennucci

BRAC Commission

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P.S. If the DOD does not need all of its submarines and does not need all of its repair facilities than choose wisely to remove the least efficient, least effective and least economically sound shipyard. Better yet, require them to re-evaluate those needs. Submarines are at the forefront of our defense. And we need several of them stationed permanently as defensive measurers on each coast. Portsmouth and Puget Sound provide the most reasonable choices for permanent station and permanent repair facility.

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22202

August 20, 2005

Dear BRAC Commission:

As you approach the final deadline for voting on Base Closings please carefully consider the following points:

Portsmouth Naval Shipyard is located on an island in the middle of treacherous fast-moving river currents. Its unique location provides easy access to submarines while effectively restricting access from all others.

PNS maintains a unique balance of easy but safe nuclear refueling while minimizing risks to all of us living nearby.

PNS is also unique in that is nearly self contained with its own power plant and water supply so that it can continue to function long after installations have failed, should such a need ever arise.

PNS should not be closed but expanded further to increase its usefulness to coastal defense while minimizing the threat of harm both to itself and to the surrounding Americans.

So please do not close Portsmouth Naval Shipyard, Brunswick Naval Air Station or Otis Airforce Base. They are our last three DOD installations that can actively prevent assault upon our shores.

Thank you for your consideration.

BRAC Commission



Dr. Annamarie Pennucci

AUG 24 2005

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August 17, 2005

BRAC Commission

AUG 24 2005

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Mr. Anthony J. Principi
BRAC Commission
Polk Building
Suites 600 & 625
2521 South Clark St
Arlington, VA 22202

Dear Mr. Principi and members of BRAC,

I want to thank you for your efforts on the Commission, especially with regards to the Naval Air Station in Brunswick, Maine. I am not with the military, but live in the town of Brunswick, and I was at the entrance to the base, waving my flag with many others, when you visited.

The base is so important to Maine for many reasons, perhaps the most significant being its strategic location here in the northeast.

Also important to me, a local resident, is my feeling that the base gives midcoast Maine a major boost in cultural diversity. The families that come here to live add a lot of flavor to our community. New military housing units were recently constructed, as well as a new hangar.

I hope the base will stay open and continue to thrive. I (and many thousands of others) look forward to the wonderful air show that will be at BNAS next month.

We lose a lot if we lose our base.

Thank you, and my best regards,



Deborah Lee Youngclaus Seybold

BRAC COMMISSION



AUG 24 2005

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In the home zone around Oceana

By JON W. GLASS, The Virginian-Pilot

© August 22, 2005

Last updated: 12:43 AM

Graphic: [The developments](#)

Archive: [BRAC coverage](#)

Discussion: [How well did Va. make its case Saturday?](#)

VIRGINIA BEACH — Since June, the Navy has sent nine letters to City Hall objecting to new housing developments being planned around Oceana Naval Air Station.



All but six of the 80 homes in the projects would be built in accident-potential zones, where the risk of a jet crash is greatest. And all but the

same six units would be in the loudest jet-noise zone around the base.

"This is a blatant encroachment issue," Capt. P.J. Lorge, who was acting as Oceana's commanding officer, wrote June 27 about a 42-home development planned off London Bridge Road.

Building homes there, he said, is "an outright disregard for this Department of Defense facility and the health and welfare of future residents."

City officials, however, say they can't stop the construction.

That development and the other eight projects are being built "by right." That means the underlying zoning on the property allows houses to be built there without City Council review or approval. Several of the sites have old homes on them that are being demolished and replaced with duplexes.

Potentially, thousands more homes could be built around Oceana outside the City Council's purview.

The situation underscores the dilemma facing the city as it fights to save Oceana as the Navy's East Coast master jet base:

There may be only so much the city can do to buffer Oceana from the development that has put the facility in the cross hairs of a federal base-closing commission.

"It's going to have to be, do what we can where we can," said James K. Spore, Virginia Beach's city manager.

The Defense Base Realignment and Closure Commission votes this week on whether to recommend closing the base.

Even if Oceana dodges the base-closing bullet, its future could hinge on the city's ability to rein in growth that the Navy views as incompatible.

Top Navy officials have said their ideal solution — at an estimated cost of at least \$1.4 billion — would be to build a new master jet base unhindered by homes and shopping malls.

Adm. Mike Mullen, chief of naval operations, said during a BRAC Commission hearing earlier this month that Oceana remains the best option for the "foreseeable future." Development that has hemmed in the base — known as encroachment — "continues to impact our training" and "has grown worse over the last few years," Mullen acknowledged.

But he expressed optimism that the recent adoption of a joint land-use study involving Virginia Beach, Chesapeake, Norfolk and the Navy is a turning point.

The \$1.4 billion question: Does it go far enough?

Some think not.

"The joint land-use study was a significant step in the right direction, but it doesn't stop encroachment like the Navy was asking," City Councilman Bob Dyer said.

The study, for example, offers no remedy for by-right development.

In addition, the recommendations do not apply to Oceana's low jet-noise zone, even though the Navy views construction of new homes in the zone as incompatible with its mission. City officials say that residents in the low-noise zone are less likely to complain about loud jets, and that nearly 19,000 homes are already there.

Others, however, said the city and the state are moving decisively to address encroachment.

The City Council upped the ante last week when it announced plans to spend \$15 million – with the state chipping in half – to buy out a disputed condominium site on Laskin Road. The 6-acre site, rezoned by the council nearly two years ago over the Navy's objections, is in an accident-potential zone and in a noise zone where jets roar over at 114 decibels – louder than a rock concert.

The council also unveiled plans for an acquisition fund totaling an estimated \$161 million over 20 years to buy land or development rights from willing sellers, primarily to preserve a key flight path between Oceana and its training field in Chesapeake.

The week before, three state lawmakers from Virginia Beach and Chesapeake had announced plans to enact the study recommendations into Virginia law and to create a program to help buy development rights in accident-potential zones.

The Navy itself intends to begin meeting with developers who are planning projects viewed as harmful to Oceana, hoping to persuade them to build something more compatible – another of the study's recommendations.

All those steps will help protect Oceana in the long-term, said Bill Macali, a city deputy attorney. He is helping to draft a new zoning overlay district meant to reduce incompatible growth in Oceana's highest noise zones.

"It's probably a case where no one thing will be our silver bullet," Macali said.

The Navy views by-right development as one of the most important issues looming. In several of the Navy's recent letters objecting to the by-right projects, Capt. Tom Keeley, Oceana's commanding officer, described the planned development as "further insidious encroachment upon our operations in support of homeland security."

Cmdr. John C. Lauterbach Jr., command judge advocate at Oceana, said last week: "It is the issue for the future. The whole by-right regime is of significant concern."

City officials say the issue will be hard to resolve. The options to address it are potentially expensive, legally risky and politically controversial.

A few of the nine by-right projects the Navy is now opposing are in areas of the city that city councils during the 1970s and '80s rezoned to residential over the Navy's objections. But most are in older sections, such as Oceana Gardens, that were zoned residential years before the Navy began flying high-performance fighter jets at Oceana.

Four of the projects are sandwiched among existing homes on undeveloped lots that went unnoticed until the

region's housing boom began unleashing an unquenchable demand for new homes.

The other five projects involve redevelopment, in which an outdated home is being torn down and replaced with duplexes, condos or larger single-family homes.

City officials said there's not enough money available to buy all the property, even if the owners were willing to sell. The developers of the nine projects either declined to comment, could not be reached or did not return telephone calls.

R. Edward Bourdon Jr., an attorney who represents developers, said the city would be wasting tax dollars to try to buy out by-right development.

Purchasing land to preserve the Navy's flyway between Oceana and the training field in Chesapeake "has some logic to it," he said, because that area of the city is relatively undeveloped. But much of the potential by-right development, by virtue of its existing residential zoning, is surrounded by similar development, he said.

The council's decision to buy the Laskin Road site was "ludicrous," he said, because hundreds of homes already lie in the same accident-potential zone between the site and Oceana's runway.

"No one can demonstrate any impact on operations at Oceana, either negative or positive, on whether that property is developed with condos or a hotel or left as open space," he said. "They'd have to spend billions to remove the existing encroachment."

The city estimates that 4,800 homes, assessed at an estimated \$896 million, already exist in accident-potential zones around Oceana. About 12,000 additional housing units, assessed at \$1.9 billion, are in the loudest noise zone.

Dyer said the city should investigate changing the zoning in the most critical areas to reduce future housing density, a process known as downzoning. It's legal for localities in Virginia to downzone, but Bourdon guaranteed that the city would be sued because the action would reduce property values.

The city would have a high legal standard to meet, including proving that a change in circumstances warranted the downzoning. Dyer said the military's role in the war on terror, launched after the Sept. 11, 2001, terrorist attacks, and the Pentagon's tougher stance against incompatible development starting in December 2002 might give the city a case.

At this point, Macali said, the city hopes to reduce housing density through voluntary rezonings that could increase property values, particularly at the resort.

At the Oceanfront, most of which is in a jet-noise zone, the Navy is concerned that the underlying zoning would allow about 9,000 additional homes. The city hopes to cap that at about 3,000 by offering incentives for owners willing to agree to a mixed zoning that would reduce the number of homes in exchange for shops, restaurants and offices. Those uses, Macali said, are compatible in the noise zones there.

"It's hard to undo past mistakes," he said, "but we're really trying to do that."

Reach Jon W. Glass at (757) 222-5119 or jon.glass@pilotonline.com.

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