

APPENDIX D

PUBLIC PARTICIPATION

Notes from the NETL Community Interest Group Meeting
B26 - Room G5A/B
July 23rd
6:30 - 8:00 PM

Facilitator Mr. Robert Clonch opened the meeting and asked those in attendance to introduce themselves. Mr. Clonch passed out an agenda. First, Dr. Larry Bissett provided an update on the HGD-PDU and handed out a status sheet.

After questions on the PDU, Dr. Jan Wachter made a presentation on the NETL plans to change the current facilities. Dr. Wachter provided a handout of his presentation to visitors and discussed the draft Environmental Assessment recently released for public comment. Then Dr. Wachter described the four principle actions: (1) the construction of a new administration building and parking garage, (2) the acquisition of five acres of land, (3) the construction of a child-care facility, and (4) the construction of a storm-water retention pond. The following questions were asked during and after Dr. Wachter's presentation. Text presented below expresses the substance of the questions and answers but does not constitute quotations.

List of Attendees & Abbreviations:

FM	Ms. Florence Merow, Morgantown City Council
JS	Mr. John Sneckenberger, Suncrest Neighborhood Assoc.
JC	Ms. Julie Cryser, Suncrest Neighborhood Assoc.
MR	Mr. Mark Reasor, Suncrest Neighborhood Assoc.
JW	Dr. Jan Wachter, DOE, Div. Director of Environmental, Safety & Health
AM	Ms. Alice Murphy, DOE, Assistant Director for Site Operations
MM	Mr. Mark McKoy, DOE, NEPA Document Manager
JP	Mr. James Prisk, Skelly & Loy, Inc, Assistant Vice President
	Ms. Mary Sneckenberger, Suncrest Neighborhood Assoc.
	Ms. Shaunda Rauch, MECCA 9-1-1
	Ms. Marlene Fullmer, visitor
	Mr. Robert Clonch, DOE
	Dr. Larry Bissett, DOE
	Ms. Elaine Everitt, DOE
	Mr. Joe Kanosky, DOE
	Mr. Randy Moore, EG&G, Inc.
	Ms. Rose McGrath, EG&G, Inc.

Questions and Answers on the Draft EA

Visitor JS: Where would the new buildings be built?

DOE JW: In the north end of the site down Collins Ferry Road.

Visitor FM: Does the site already have a child-care facility?

DOE JW: The trailer that currently houses the child-care facility is very old. More space is needed for the children. The facility has a long waiting list.

Visitor JS or MR: Would NETL hire additional employees?

DOE JW: NETL is allowing for up to 50 new employees in the expansion plans, but this is not certain.

Visitor JS or MR: Are transportation issues considered in the EA?

DOE JW: Yes. The transportation issues are primarily related to construction traffic.

Visitor FM: Would the parking garage have 2 or 3 stories?

DOE MM: The EA says 3 stories, but now it would likely be 2 stories.

Visitor FM: Would the new construction (child-care facility and storm-water retention pond) be inside the city limits?

DOE JW: No. the new area would be outside of the Morgantown City limits, which follows the fence line at the north end of the parking lot. *[ed. - This statement is later corrected.]* Construction within the existing NETL site would be within the city limits.

Visitor FM: Would the Planning Commission be involved? The five acres may be within the city limits.

DOE JW: NETL must consider their comments if the project is within the city limits but does not have to accept the recommendations and is forbidden by law from paying fees. It was noted that the land being acquired is listed as B-1 in the local land-use plan.

Visitor FM: Are the nature trails for employees only?

DOE JW: The trails would be for NETL employees and the children at the child-care facility.

Visitor JC: Asked about secondary development, in regards to new businesses locating in this vicinity. Is REM an example of secondary development?

DOE JW: The existence of NETL has encouraged professional firms to locate in this vicinity, and these firms have moved into existing and newly constructed buildings. Dr. Wachter noted that the best example might be the new buildings located south of the

current NETL site (the Research Ridge buildings) and the offices of Fluent, REO, and REM across Collins Ferry Road: these are buildings for site support contractors.

Visitor FM: It is good to see NETL grow. NETL is doing fantastic things!

DOE JW: There is a focus on maintaining or improving the environmental integrity, beauty and natural diversity of the entire NETL site.

Visitor JC: There was an earlier plan by a local developer to build a child-care facility. What happened to this plan?

DOE AM: Nothing materialized. NETL is not aware of any on-going effort to build a private child-care facility in the immediate vicinity of NETL. The possibility of a private child-care to serve NETL's needs was discussed before DOE received an appropriation to build the facility, but now that DOE has an appropriation to build a new child-care facility, the plans are to build the facility ourselves.

Visitor JS: Will the Esposito children attend the NETL child-care facility?

DOE JW: No. The facility is for Federal employees and site-support contractors.

Visitor MR: How much would the proposed expansion would cost the taxpayers.

DOE JW: It was still early in the planning, but expected cost was around 9 or 10 million. MM noted that page 9 of the draft EA contains some cost information.

Visitor JS: Have traffic flows in and out of town been studied? What was happening from NETL's perspective about getting in and out of town? Will the West Run By-Pass be rescheduled for development?

DOE JW: Noted that NETL has done a lot of traffic studies and that Collins Ferry is congested. NETL gets approximately one tractor trailer delivery per day. Both NETL and Mylan construction activities occasionally affect traffic. No huge delays are anticipated in the future. The proposed By-Pass could be rescheduled in the future, but NETL has no influence on this.

Visitor JS: Questioned the impact of additional traffic for the expanded child-care facility and the possibility of 50 new employees in the future.

[ed. - There are no plans at the present time to hire more employees. However, it seems prudent to plan for possible future expansion, rather than risk the need for more office space in the near future. Because the parents of the 40 additional children would commute to work at NETL regardless of the child-care opportunity, there would be little increase in traffic related to the additional children.]

Visitor FM: Could NETL use Federal funds to improve Collins Ferry Road? (expressed displeasure with the possibility of a by-pass re-routing traffic away from the business sector of town)

DOE JW: No. Such expenditures are not within DOE's budgetary authority.

Visitor JC: What has NETL done to slow down traffic?

DOE AM: NETL has posted several intranet announcements to remind employees of the 25 mph speed limit on Collins Ferry Road. City police patrols work best!

Visitor JS: Does the site director allow flexibility in the work start/end times?

DOE JW: Yes, this change has nearly eliminated lines of cars on Collins Ferry Road entering the site.

Visitor JS: Has NETL included Mylan in discussions regarding traffic-related matters?

DOE JW: Yes, when the impacts affect both entities.

Visitor JP: Noted that the 5 acres to be acquired by NETL are within the city limits and are included the current land use classification.

Visitor JS: Has NETL considered using land that does not front Collins Ferry Road?

DOE JW: The developed portion of the site occupies about 50 acres of the total 130 acres, but much of the remainder is not as suitable for a child-care facility. One of NETL's goals is to preserve, to the extent feasible, the environmental integrity of its land holdings. AM: Public access into the main part of the site is not desirable for security reasons. Furthermore, the other public areas (conference rooms, cafeteria, and working quarters) are consolidated near Collins Ferry Road.

There being no further questions on the new facilities or the draft EA, Dr. Wachter made a presentation on NETL's pursuit of ISO 14001 certification. Dr Wachter provided an overview of ISO 14001 and talked about NETL's Environmental Aspects and its Environmental Management Plans and performance goals and targets.

After the presentation, questions and answers on ISO 14001, Mr. Robert Clonch discussed the date and agenda for the next CIG meeting. The group agreed to meet in about six months and asked to discuss the status of the PDU and to continue the discussion on transportation and traffic.