

15 November 2007

Subject: Public Hearing on Application 2006-02127, " Community Boathouses and Dredging Jagger Branch.

Gentlemen,

Well it was another wild and crazy boating 4th over at Jagger Branch yesterday. Ski boats pulling one and two tubes or skier, PWC zipping around everywhere, fishermen actually trying to fish. You would think Gas is .99Cents a gallon.

I witnessed another near boating collision just to the north of my boathouse (650 Honeycomb Road) essentially right in front of where Application No. 2006-01175 would place a 20 slip "Community Boathouse" that would stick out into the branch about 160'+.

A Blue Ski Nautique boat was pulling a tube with 4 small children on it. One of the kids fell off, when the Ski Nautique turned around to go pick up the child, a trailing Red 21' inboard/outboard boat pulling a person skiing did not see the child in the water, the Ski Nautique accelerated to place his boat between the Red I/O Boat and the child and the boats nearly collided. fortunately, the Red I/O turned sharply off to avoid the child and the Ski Nautique at the last minute to prevent what would have been a pretty ugly mess.

This is just another example of the current boating density in this small, narrow, single inlet, shallow, long established, single family residential area. The combined impact of these two commercial developments in this already over crowded area will dramatically compound the public boating safety on what is already one of the highest density areas on Guntersville Lake.

Mixing multi-slip Commercial developments in small well established single family residential area with a very minimum surface water area is just a very BAD IDEA period.

There is simply not enough maneuver room for the boating public in this area of less than 110 surface acres of water to accommodate the increased traffic from these commercial developments with a considerable safety risk to the boating public.

Application 2006-01175 and Application 2006-02127 are no more than 1/2 mile apart at the very north end of the navigable water on Jagger Branch. The Branch narrows from about 800' wide at Application 2006-01175 (actual shore to shore less boat houses sticking out on each side) to about 400' wide on the north end next to the wet land area where application 2006-02127 is located. The combined impact would add another 64 boat slips to this small area. Keep in mind, each 10' x 30' slip will contain more that a single boat. It is common for renters to have a PWC or two and a ski or fishing boat in each slip. Also, people tend to conduct boating activities in the same area as where they have the boat slips. These commercial multi-slip

boathouses will in effect concentrate a over bearing boating traffic in a very small area.

Again, I urge TVA and COE approve only single family boathouse structures IAW TVA's Shorelinks II policy in this well established residential Jagger Branch area consistent with what has been approved by TVA and COE for the last 50 years in this area.

Request both applications be denied on the basis of these are commercial interests that do not mix in a 50 year old well established TVA governed residential area. There are numerous other similar effort ongoing in the immediate area that can support the public this same type development without overcrowding this particular area. The use of the 26A TVA permit for commercial developments in excess of the residential allowances is not the intent of that permit process and should not be allowed.

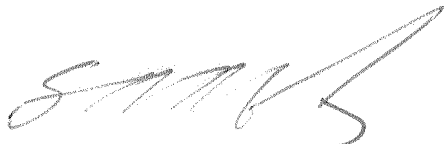
Sincerely,

Robert B. Epps
650 Honeycomb Road
Grant, Alabama
35175

TVA Public Hearing November 2007 Jagger Branch Permit
Application 2006-02127

Thank you for responding to our request for a Public Hearing. However not to consider the combined environmental affects of both the Shady Acres and the Jagger Branch developments together is a bureaucratic absurdity. TVA has designated Jagger Branch as an environmentally sensitive area and by it's own policies must consider the overall impact to the environment. We are talking about doubling the amount of boathouses in this tiny embayment.

We would not be here tonight if TVA had a comprehensive and consistent and equally applied Shoreline Development Policy. This development should have been denied originally because it didn't meet TVA's own policies and procedures. This permit if allowed to proceed violates all common sense and will only set a precedent for more and more uncontrolled development. I am not against community boat houses where the developer owns the shore line and conforms to TVA policies. . But this development does not fit that description. If these two permits are allowed to proceed they will open a pandora's box of proliferation of excessive and hazzardous development. Any person with off lake property will be looking to buy any sized lot to service that property. If TVA cannot see the outcome of this policy then I wonder why they have changed their policy since these applications were applied for. This is also a slap in the face to all those people who over the years had to go through the rigors of TVA's requirements even for a single boat house. Where does this policy end. Should all fifty six off lake owners in Honeycomb be allowed to build three twenty slip boathouses on their community lots just because they want to enhance the value of their property. TVA has to enforce their own regulations before our lakes end up being blighted by huge boathouses.

A handwritten signature in black ink, appearing to be the name 'S. M. S.', is located at the bottom left of the page.

Besides terrible policy this permit defies all other accumulated environmental science. First of all TVA cannot ignore the extensive wetlands just a few feet from this development and say it is not jurisdictional wetlands. TVA IS THE ONLY FEDERAL RESPONSIBLE AGENCY TO PROTECT THESE WETLANDS. TVA has refused permits for rip rap because of a clump of cattails citing wetlands protection To accept jurisdiction there and ignore hundreds of acres of wet lands next to this project is crazy. That EPA or TVA have not required even a 404 mitigation statement from the developers is an outrage. Any fifth grade science class would immediately point out the potential hazzard to these wetlands and even a third grade class would understand the enormous potential for disaster in dredging 900' of this pristine embayment. No bottom samples, coring, flow studies, have been required for this development and dredging. And using several methods of the sum of areas the spoils of dredging are radically understated by the applicant.

If this were any other jurisdiction we would have the protection of State and County agencies. But TVA is our only authority. To not require an environmental impact statement on a project this size and with so many environmental issues also defies all logic. Our own assessment by Globally Green and submitted to TVA points out all these issues.

There are other issues that make this permit flawed. The TVA regulations require a homeowners association to be in place before the permit. The developer would have us believe that the covenants and conditions of the meets and bounds survey of the other lots would suffice. This is erroneous. And if this is not a community boat house then other requirements and conditions apply. And then this would not be a 26 a Permit application.

The applicant has stated to me in May that they had no intention of developing this property. We heard the same comment in a

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meeting with the County Commissioner. So then what is the intent of this application. It should and must be pointed out that the applicant and associates operate at least two other commercial marinas and are in the boat business. And this permit appears to be a commercial venture. A large launching ramp, day pier, and forty four, YES FORTY FOUR, boathouses is by common sense a marina. BECAUSE THE WAY THIS PERMIT IS WORDED THERE WOULD BE NOTHING TO KEEP THE APPLICANT FROM STORING AND LAUNCHING 200 BOATS FOR THE SUPPOSED DEVELOPMENT. AT WHAT POINT DOES THIS VENTURE BECOME A MARINA! TVA must consider the ramifications of granting this permit and cannot simply say it is land use issue.

Another very serious hazzard to this application is the fact, pointed out to TVA, that there is no jurisdictional fire protection on White Elephant Road. Again this is not just a land use issue.

Finally, this permit does not rise to the standards TVA requires. There are no pressing recreational or community needs for this facility. There are currently two new major marinas under permit on Honeycomb Creek. That's where they belong. Not on this tiny, pristine little bit of residential water. This permit is an ecological nightmare. For this and other reasons you will hear tonight this permit must be denied.

Sterling Phillips
885 Honeycomb Road
Grant AL 35747



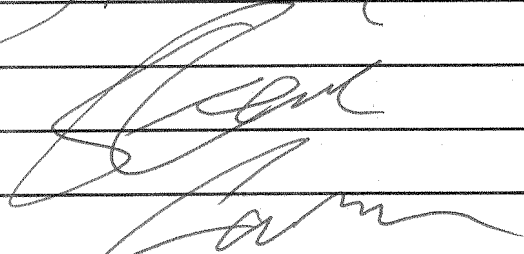
Long/Jagger Branch Proposal Comment Form

Public Hearing
November 15, 2007

Name Steve Carter

Mailing Address 307 Blount Avenue

Comments I have the largest Development and Real estate Company in Marshall County, I feel that Guille Lake is a true asset, I have been involved in several local developments I think this will be a great development for the Guille Lake community. We have a very small percentage of Development on our 6000 Acre Lake with 1000 miles of Shoreline. This project will only make TVA Property more valuable.

Sincerely


Long/Jagger Branch Proposal Comment Form

Public Hearing
November 15, 2007

Name Bess Coleman

Mailing Address 3601 Old Leeds Rd Bham AL 35213

Comments As a lot owner on Jagger
Branch who will hopefully build a
house for my retirement and years as well
as a home for my grandchildren to
enjoy - these are my comments.

The estuary is of prime importance
to me - protecting nature is an
end in itself that we cannot, as caretakers
of this earth, ignore.

This beautiful area should be
valued for more than the enjoyment
of people - it is part of God's nature
that we tend to defile all too readily.
I would like to see this place
preserved as it was intended.

In addition - even prior to becoming
of the proposed road signs - I was
concerned for the safety of people
remaining in the area. It is very
narrow. Veterans and any added road
traffic would be a menace.

Long/Jagger Branch Proposal Comment Form

Public Hearing
November 15, 2007

Name William E. Coleman

Mailing Address 3601 Old Leads Road B'ham, AL 35213

Comments Concern over increased boating traffic in a small
slough and damage to the marsh area at the
end of the slough. Also, displacement of native wild life
because of presence of the two large community boat houses
at the beginning of the ~~un~~undeveloped natural area
of Jagger Branch. Finally, I am concerned about environmental
damage which the large amount of dredging required
to accommodate the community boat houses.

11-15-07

As a person concerned with the environment of Lake Guntersville and Jaggar Branch , I'm opposed to this project. I feel that if TVA relaxes their policy and allows these projects to be developed that it will open the door for more projects through out the TVA system. I feel that there is no way that this will have only a SMALL impact on our environment.

L. @ Bartlett
Helen Bartlett

249 Honeycomb Rd
Grant, AL 35747

Long/Jagger Branch Proposal Comment Form

Public Hearing
November 15, 2007

Name Sam Sandlin

Mailing Address 118 ADA Drive, Big Cove, AL 35763

Comments I would like to go on record with
strong opposition against the approval of the
proposed community boathouse on Jagger Branch
by Mr. Long. The area in question is by
definition a wetland and development
should not even be an issue of any
sort - much less dredging. It is covered
with surface water, has hydrophytic vegetation
and is also an area with hydric soils.
All three criteria ~~are~~ needed for an area to be
classified as a wetlands and are present here.
This pristine area of an already overcrowded
cove on Lake Guntersville should not be open
for development of this sort. Profiting from
the destruction of a unique environment
is just plain wrong. This proposal if approved
will also set a terrible precedent that will
keep presenting itself over the coming years.
There are lake lots and shoreline capable of
supporting a structure of this nature ~~set~~ up and
down Jagger Branch. Where will it stop? Bottom Line
is that the water and shoreline belong to the
"people"; not one person to profit from at the
expense of wildlife, ~~and~~ safety, and water
quality.

Sam Sandlin & Family 11-15-07

Amy S. Epps
650 Honeycomb Road
Grant, AL 35747

November 15, 2007

TVA Public Hearing

Dear Sirs,

I am here today to **protest the Application Number 2006-02127 “Jagger Branch.”** I will be including some of the same written comments I made in the protest against the “Shady Acres” proposal for this proposal. Some of the issues are the same: runoff, surface use, and over-population. However this Jagger Branch proposal is a much more egregious proposal than Shady Acres due to many additional factors: the size of the development, dredging, and the resulting environmental impact.

I do not know the makeup of the people speaking tonight. But in last month's hearing, it should be noted that only TWO people spoke in favor of the development – one was the developer and the other was a man who didn't live in the area. To my knowledge, we did not have anyone speak for the Shady Acres development that actually lives in the area. Pay attention to the speakers tonight. I feel certain that you will find that most, if not all, speakers in favor of the development are not residents of the area. You find few, if no, residents in favor of this community boat house.

The property owners in the Jagger Branch area are not opposed to the development of single family dwellings with traditional boathouses built to TVA specifications established for years in this area. We ARE opposed to over-development of these resources and the eventual collapse of our fragile

environment. Allowing 44 new boat slips on 2 lots that would normally house 4 boat slips is an order of magnitude of over-development for that area. Allowing this over-development to serve such a large number of people in an area that would have been significantly altered physically will eventually have the unnecessary consequence of no one wanting to or being able to use it because it will be an unsafe cesspool! Each of these 44 boats will have to traverse the length of the slew to get to open boating areas. Because of the location of these two boathouses, it adversely affects the entire area. TVA has a responsibility given to them by the taxpayers of the country to protect our natural resources at the same time allowing a **balanced** use of those resources.

Marine motors can dump much byproduct into the water (up to 30% of fuel usage for some engines) that they significantly impact the ecosystem. While most ecosystems can tolerate reasonable use, over-development of a small area such as the Jagger Branch estuary is sure to have adverse effects on the wildlife and the ecosystem that exist there today. According to the Department of Planning and Natural Resources, Division of Fish and Wildlife, "The high level of oil and fuel released from vessels with two-stroke motors poses a serious threat to aquatic ecosystems, fish populations...", "...Fuel and oil released from two-stroke motors float on the surface of the water and settle within the shallow ecosystems of bays, lakes, rivers, and seas, where aquatic life is youngest and most vulnerable. There is emphasis on shallow – because these 44 boat slips will be located in the most shallow section of the entire slew, even after dredging. As in last month's hearing, the property owners and current users of this area are asking TVA to provide **balanced and reasonable use** of the Jagger Branch area. Runoff from parking lots is a HUGE problem because of solvents and oils that pour into the waterway. With all of the extra runoff and watercraft pollution, the Jagger Branch Estuary is not large enough nor powerful enough to

flush toxins through the slew, through Snug Harbor, and out to the more swiftly running channel.

I contacted Mr. Kim Elverun of the Minnesota Department of Natural Resources, after hearing of our situation he said we are facing the following considerations:

- **Surface use zoning (safety issues)**
- **Dredging isn't something that is only done once, in places that must be dredged (like an estuary where runoff causes sediment to form), dredging can have to be done on a periodic basis. This carries with it environmental concerns. Minnesota does not allow dredging of any sort for private use, only for the most stringent of commercial requirements and only for areas that have already been dredged to allow commercial traffic (such as barges).**
- **A comprehensive plan for the entire area needs to be built that takes into account the new developments, looking at public use (1 boat/10 acres), use issues (tubing, skiing, etc.), use of the 431 overpass, activities allowed in the slew, safety, environmental concerns, dredging issues, and accommodation of the current users.**

Safety is a huge issue in our area with the consideration of 44 new boat slips becoming available (plus the 20 from last month's hearing). We presently have 103 boat slips directly in the Honeycomb Slew/Jagger Branch and Snug Harbor has 57 – increasing our number of slips by 44 will significantly overpopulate our small area. This is a potential 44% increase for our boating population in just two developments. In the TVA Public Hearing on Oct. 16th, residents of Jagger Branch related many instances of near-misses and wrecks. This past summer

our family saw several instances of “near-misses” in our slew. In addition to the boats that “live” in our slew, many people who don’t live in the immediate area, launch their boats from the Honeycomb Public Launch and then come back into the slew to tube, ski, and use personal watercraft (Waverunners, Seadoos, and Jetskis). The increase in the number of watercraft living in the slew puts safe navigation over the edge into dangerous territory!

The Jagger Branch Development has indicated that they will do extensive **dredging** to allow any boats to have access to the back of the slew (see the proposal). At present, only a self-propelled vessel or small “john boat” can safely navigate in that area. The dredging will have an environmental impact that is impossible to quantify. The wildlife and ecosystem in that area will never be the same. In addition, this is an ESTUARY. By definition, an estuary brings silt and soil and dumps it at the mouth of the area into which it flows. The dredging activity will have to be a regular occurrence to allow any boats in and out of that area over time. I understand that the dredged material will be pumped across the street to build up for the “next phase” of their development – but where will subsequent dredged material be pumped year after year?? What happens next year and the year after that when the dredging is necessary to keep deep enough for navigation? Where is that addressed in this proposal? What is the environmental impact of thousands of cubic feet of sludge being pumped onto the ground? What are the consequences of this? Will it smell bad? Will it kill some other creatures that live on dry ground? This must be professionally evaluated.

In the 2005 New York Times Bestseller, Collapse, author Jared Diamond states that, “The processes through which past societies have undermined themselves by damaging their environments falls into eight categories, whose relative importance differs from case to case: deforestation and habitat

destruction, soil problems (erosion, salinization, and soil fertility losses), water management problems, overhunting, overfishing, effects of introduced species on native species, human population growth, and increased per capita impact of people.” What is proposed in these two developments hits all but two categories of damaging processes! Mr. Diamond refers to this type of collapse as “ecocide.” We have a responsibility to guard our environmental resources from wanton abuse and overuse. This is not some global warming theory that is yet to be proved, but a book of examples of disastrous decisions by people to use resources past the point of no return. Time after time, abuse of our resources has led to destruction and the inability to subsequently inhabit the areas destroyed. For example, do some research some time on Easter Island, Pitcairn, and Henderson Islands. None of these is inhabitable due to abuse of environmental resources. Later in his book, Mr. Diamond asks the question, “Why do some societies make disastrous decisions?” While giving a lecture about the findings in his book at UCLA, the students had many questions: “How often did people wreak ecological damage intentionally, or at least while aware of the likely consequences? How often did people instead do it without meaning to, or out of ignorance?” The students wondered whether, “If there are still people left alive a hundred years from now – those people of the next century will be as astonished about our blindness today as we are about the blindness of the Easter Islanders!” I would like to add a question, “How often has it been done in the name of “community”, yet destroying that community at the same time?” We have a chance to stop these developments and the destructiveness they will bring to the Jagger Branch Estuary area!

Very recently a bald eagle was seen (and photographed) feeding and meeting his mate in our area. It is likely that they are already nesting in that area and we

have yet to discover their home because of the swamp-like conditions in the back of the slew.

According to the website for the Alabama Department of Conservation and Natural Resources there are very distinct laws regarding **BALD EAGLE MANAGEMENT AND PROTECTION**. TVA and Army COE must adhere to these laws by careful decisions regarding the use of land and wetlands where bald eagles live and feed. Bald eagles primarily live off live fish, but other small waterfowl and animals supplement their diet. Federal and state laws exist to protect bald eagles from harassment and disturbance as well as killing. If there are undetected eagle nests in the area to be developed, what makes you think that these developers will stop what they are doing upon such a discovery and inform the proper authorities? **It will be just too easy to ignore any eagle nests, be oblivious to them, or worse – to cover up when they are destroyed.**

Habitat management for bald eagles involves preserving nesting, roosting and **feeding areas**, and providing for future habitat. With already-verified spottings of eagles in the area, it is safe to assume that they are indeed feeding in the Jagger Branch area. The shallow waters there lend themselves for the type of fish-feeding that eagles do. U. S. Fish and Wildlife Service guidelines state there should be no timber cutting, construction, or other disturbing activities within 500 yards of traditional roosting or nesting sites. Development activities and the use of toxic chemicals should be restricted within a mile at these sites. Perch trees along shorelines and water quality must be managed and enhanced to provide high quality feeding areas.

I would like to request that the Environmental Protection Agency (EPA) be brought in for an evaluation regarding any and all dredging, and the development of the lots to evaluate for runoff and other hazards. **Specifically I would like to request that 404 Statement (Wetlands Protection Act) by the**

EPA be done and the results considered BEFORE approving these boathouses.

There are many more places on the huge body of water known as Guntersville Lake, and the river that flows through it, that are more appropriate for this concentrated development than Jagger Branch. The entire Jagger Branch area, as defined by the area north of the causeway (Hwy 431) to the east (old Grant Hwy Bridge) is about 362 acres. Mr. Kim Elverun of the Minnesota Department of Natural Resources (the land of 10,000 lakes!) says that they have had to regular their lakes to ensure the integrity of their natural resources. In a conversation with Mr. Elverun, an expert in this area, he said, "Minnesota's allowed boat usage varies, but 1 boat per 10 acres is considered crowded and most lakes will not allow anything exceeding that. At 1 boat/10 acres, people will look out and say '...let's do something else today!'" At what point is TVA concerned about serving the residents that are already there?

During the fall and winter, and during drought-like conditions that have plagued us for the past few years, this area becomes increasingly more shallow, thus making navigation difficult at best and impossible in certain areas. The only reason I can see that this area is attractive to developers is because the lots must have been relatively inexpensive compared to other available areas on Guntersville Lake due to the shallow water and limited egress. The developers of these community boathouses are trying to pull 50 lbs of flour out of a 5 lb bag! I spoke with the Marine Police last month about safety issues and while they state that they will not oppose the development of these community boathouses, they will continue to assess the area and consider either "No Ski" or "No Wake" zones as appropriate. As Mr. Whitaker, a neighbor of ours, pointed out to me – TVA is considering making a "recreational area into a no-wake zone! That does NOT serve the public interest!"

In summation, I would like to protest any and all community boathouses in this limited area. Again – just like in October, **I ardently request that the TVA disapprove this application on the grounds that this is an over-development of the Jagger Branch area and violates policies previously established by TVA and adhered to by all current residents.** Not only will this area face a huge adverse, environmental impact, but it will be a hazard to the citizens that already boat in this area (property owners or not), and the geography of the area is not conducive to safe boating traffic for that many boats in such a small area with no more ingress/egress than is available. As pointed out in last month's hearing, these boat houses will be used to serve lots to be developed across the road – what is “community” about that? Community boat houses may serve "more people", but they are really all about more money for a couple of people. The result of community boathouses in Jagger Branch will be a slew that no one wants to use because of over-population, safety issues, and polluted water. We strongly support the development of the restricted-size boathouses that have been TVA policy in the past and applied to ALL other boat houses previously approved in Jagger Branch – but in this small slew, with limited resources – it is a travesty to allow anyone to implement the massive developments such as the one that is proposed in the “Jagger Branch” proposal.

Sincerely,

Amy S. Epps

Long/Jagger Branch Proposal Comment Form

Public Hearing
November 15, 2007

Name Jean Walker

Mailing Address 415 Eucis Avenue, Huntsville, AL
and 834 Honeycomb Road, Grant, AL

Comments Our family has had a home on
Honeycomb Road for 30 years. The proposed
commercial development of our beautiful
small branch causes us great concern.

We feel that a precedent would be
set for development in designated sensitive
environmental areas and major commercial
development in small residential neighborhood.

The safety factors of so many boats in
a very small area are also of great concern to
us. Over the years, we have seen several accidents
in our area and feel the addition of 44 boat
slips will greatly increase the danger of serious
accidents.

We enjoy the wildlife we see - birds, ducks,
geese, herons, deer, raccoons, and even destructive beavers.

We feel their habitat would be destroyed by
commercial development and that dredging in
this marsh would compound siltation and
pollution in the delicate balance of
Jagger Branch.

Concern I have about the boat slips to be built near my lake house property at 2059 White Elephant Road.

My family have own the lake house property on White Elephant Road for fifty years.

Before the 1980's and before there was a lot of boats on the lake, you could see the bottom of the lake. The water was so clear and clean when I was a child and young adult. You could have fun taking a canoe out on the lake and watch the fishes and turtles swim by.

Over time more boats began to come on the lake and the crystal clear water became muddy. Never again has the lake ^{water} been crystal clear.

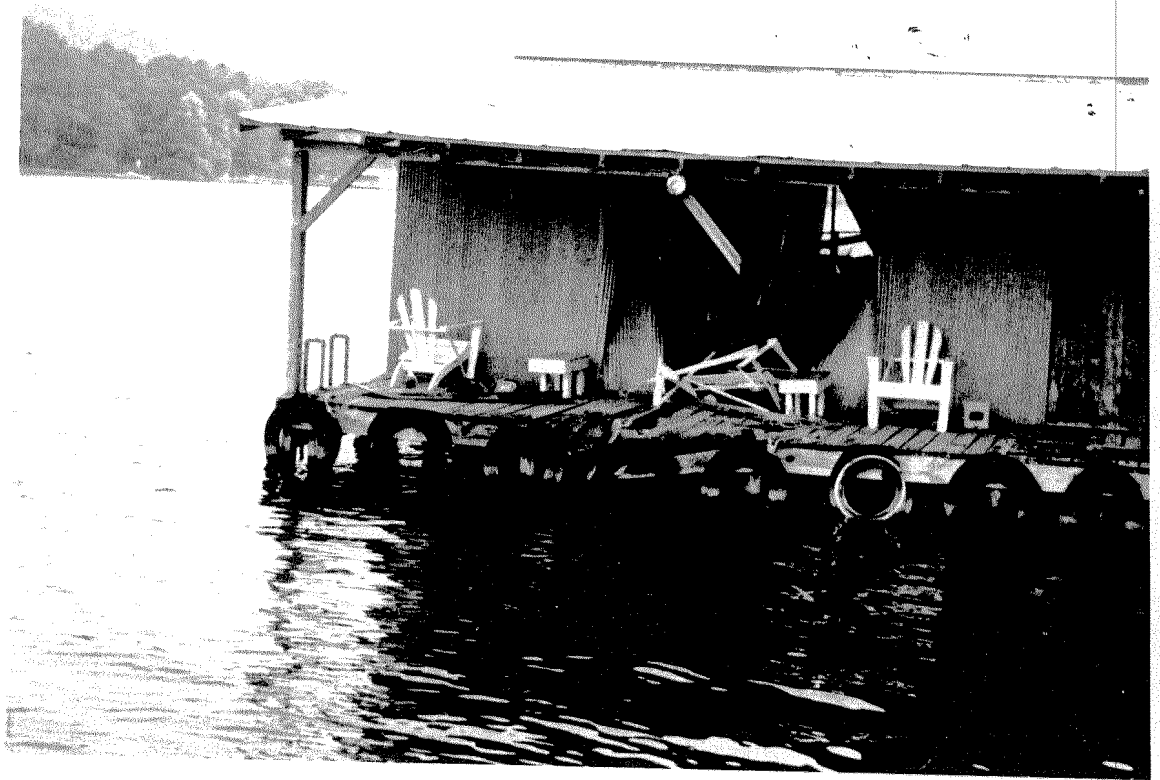
A lake is like a duck pond, it can only hold so many boats. More boats can cause unseen accident.

Example - In these pictures, a boat ran thru our boat house June 1988. Lucky not one got hurt. We were also lucky. We decide we wanted a early supper that Saturday & not we would have been sitting where the boat when thru the lake house.

In the 1980's so many boats were out on the lake during the week-end, we took our children and their friends water skiing during the week day. This was because they would not be in danger of getting hurt or dying from a boat accident.

This lake was not design for 43 extra boat slip. It was design for family to have a place to go in the summer months and enjoy recreation on the lake, I hope T.V.A will continue to be good stewards of the lake.

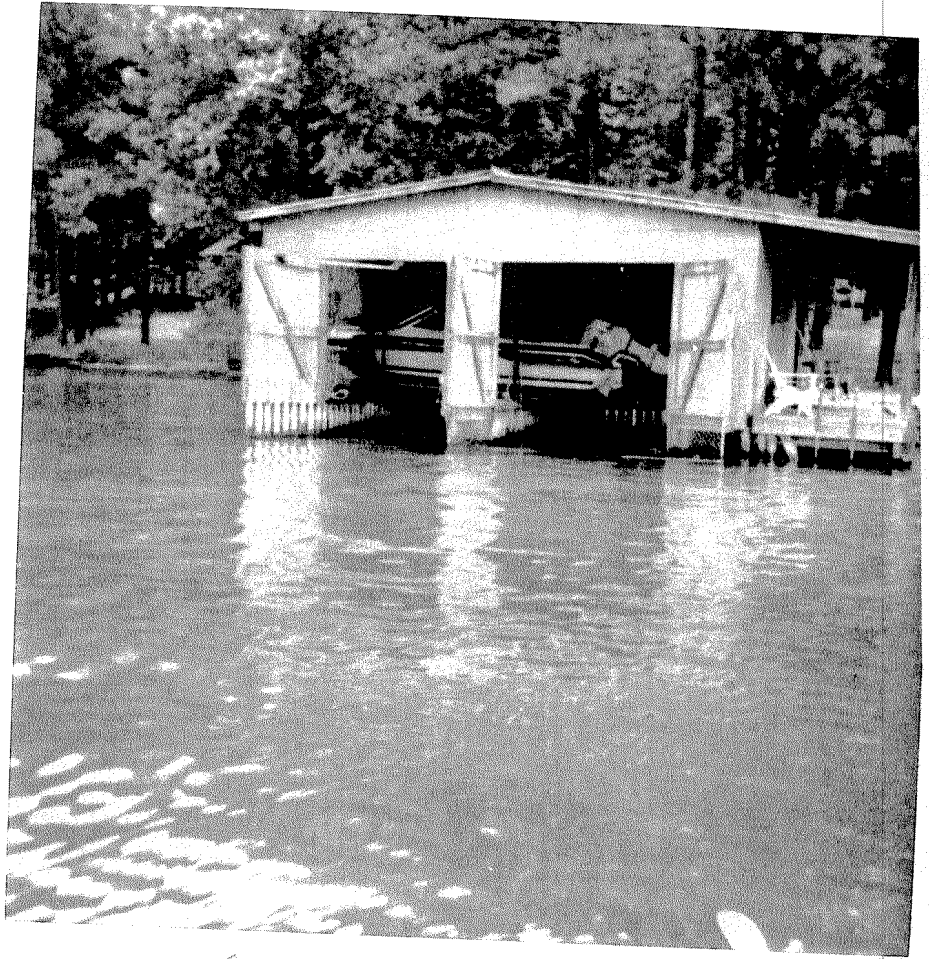
Jenny Lan Horton
2059 White Elephant Rd.
November 15, 2007



June 1988



June 1988



June 1988

November 14, 2007

Tennessee Valley Authority
Attn: Ben Bean
3696 Alabama Hwy 69
Guntersville, AL 35976

RE: Jagger Branch Public Comment 44 Slips

Mr. Ben Bean:

This letter is in regards to the hearing that TVA has scheduled for Thursday evening at the Marshall County Commissioner's Chambers concerning Jagger Branch Development and their petition for boat slips along White Elephant Road in Grant, AL. I just want to express my personal opinion on the project from the stand point of a Jagger Branch Lot Owner (Lot 1) and business man in the area. I think a project like this will be very beneficial to the local residents of the Grant community and surrounding areas. This is the type of project I've wanted to see take place for many years, I think this will give local people in the community a chance to enjoy the lake at a price that they can afford. I personally have rented a place on Honeycomb road for over 10 years and do not think the increase in boating traffic will be significantly increased due to added slips. Most of these buyers will be Huntsville residents who use our lake for a summer place, and may add congestion on the holidays if any.

Honeycomb attracts boaters do to its smooth water for skiing and good fishing, and this will not stop if the boathouses are approved or not. The Guntersville Lake is something that everyone should get a chance to enjoy. This would give more families the opportunity to spend quality time of Lake Guntersville. I have seen other projects in the area that the Jagger Branch Development has been a part of and they are of the utmost quality. In closing, I think this is a major step forward for the area and is of great importance for future generations.

Best regard,



Robert Martin

4710 Main St.

Grant, AL 35769

TVA

November 15, 2007

To Whom It May Concern:

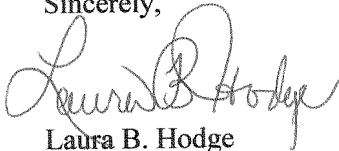
As the one great asset in our area is land, should we not conserve it? Are there no longer citizens concerned with the conservation of our natural resources? These are only two of the questions that will arise in the future concerning Jagger's Branch. I am willing to take out of my consideration the safety factor as the lake has become so congested in recent years boating safely on the weekends is out of the question. Commonplace is children as young as 12 who are on jet skis with the capability of going 70 MPH with no adult supervision. Weekenders with no more knowledge of boating safety than the short and uninformative boating test Alabama law requires run recklessly around this small area. Alcoholic beverages and their consumers are nearly impossible to spot on the water where there are no definitive lines drawn.

My objection with the proposed project is the absolute disregard for the beauty of our land. We only have one opportunity to be heard as a community to protect the delicate beauty of Honeycomb. This area is full of streams, marshes, cattails and unfathomable amount of wildlife. I have personally seen Bald Eagles, American Woodcocks, Egrets, Wooducks, the water is teeming with fish, crawfish, turtles, snakes the list could go on forever. The marsh at the end of Jagger's Branch existed long before Lake Guntersville came to be. Streams run into a lake that was man made and become one. Dredging this would not be dredging part of the lake but part of a very old and beautiful system of streams. Dredging of this area would forever alter what God and nature intended. One only need to follow the myriad of canals back to see why this would be a crime.

I have never been opposed to reasonable and responsible land development. Private home sites with private boat docks would not be unacceptable to me or the majority of homeowners in the area. However, the compulsion to live the American dream very often outweighs the conscience. When is there too much, is there ever enough? This project is motivated solely by greed, not for any real need or desire to increase the prosperity of Marshall County. The people who will populate these boathouses will not be voters in this county; they will leave their garbage behind for those who care. Were it not for volunteer organizations like Lake Watch and Pals there would be no lake to enjoy. I stress VOLUNTEER.

The only people who will truly gain from this project are the developers and only on a monetary level. The rest of us will lose as we have already lost our hearts to this wonderful area.

Sincerely,



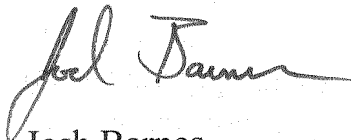
Laura B. Hodge
Lifetime resident

Tennessee Valley Authority
Attn: Ben Bean
3696 Alabama Hwy 69
Guntersville, AL 35976

Mr. Ben Bean:

This letter is in regards to the hearing that TVA has scheduled for Thursday evening at the Marshall County Commissioner's Chambers concerning Jagger Branch Development and their petition for boat slips along White Elephant Road in Grant, AL. I just want to express my personal opinion on the project from the stand point of a local resident and business man in the area. I think a project like this will be very beneficial to the local residents of the Grant community and surrounding areas. This is the type of project I've wanted to see take place for many years, I think this will give local people in the community a chance to enjoy the lake at a price that they can afford. Young professionals and others in the community may not be able to afford a 1,000,000.00 lake home, but can actually have the opportunity to have a boat slip on the lake. The Guntersville Lake is something that everyone should get a chance to enjoy. This would give more families the opportunity to spend quality time of Lake Guntersville. I have seen other projects in the area that the Jagger Branch Development have been a part of and they are of the utmost quality. As an officer of the Grant Chamber Of Commerce Board Of Directors and a local banker, I think this will be great for the small businesses around the lake and on the mountain. In closing, I think this is a major step forward for the area and is of great importance for future generations.

Best regards,



Josh Barnes
P.O. Box 51
Grant, AL 35747
256-572-0343

Comments Regarding Jagger Branch Proposal
Grant, Alabama
Roger P. Whitaker

(Slide 1) We have a very valuable resource in Jagger Branch and many of us are interested, even passionate, about preserving this resource for future generations.

(Slide 2) One of the ways to preserve this valuable resource is to monitor and control boat density. Boat density is the acres of water area divided by the number of boats on the water and it is usually stated in acres per boat.

The Corp of Engineers has performed many studies over the years in planning the infrastructure and boat capacity of lakes. I chose the Lucky Peak study because it was relevant to our discussion of issues for Jagger Branch and also it had been recently updated. The Corp uses certain principles in their planning process on one of those is that boating density must be optimum or reasonable in order to: 1) protect the resource and habitat and 2) provide for the safety of the participants.

(Slide 3) Now, let's look at primary factors affecting the protection of the resource and begin with the size of the reservoir.

(Slide 4) From the map here you see Hwy. 431 at the bottom and the Grant road on the right. Our slough is fairly long by Guntersville lake standards extending almost a mile from the mouth (some 4,500 feet) to the end. By the way, this was taken from the interactive map site of MarshallCounty.org.

(Slide 5) One of the biggest shortcomings with respect to boating traffic is that Jagger Branch is very narrow. As you can see near the end of the boating access the slough is a little over 800 feet wide.

(Slide 6 and 7) Near the middle of the slough the width is about 900 feet and (Slide 7) near the mouth the width is a little over 1,200 feet. Averaging these widths with others taken in a similar fashion and deducting about 100 feet on each shoreline for non-usage, and multiplying by the length of the slough yields an area of a little more than 75 acres.

(Slide 8) But the most detrimental factor to water flowing and refreshing in and out of the slough is its shallowness. Based on the navigation map published by the Corp, practically the entire branch North of Hwy. 431 is blue – meaning it is less than nine feet deep at low pool. This creates more of a “backwater” effect by significantly reducing the slough's ability to purge pollutants and replace them with cleaner water.

(Slide 9 and 10) Now let's move to the second factor affecting the resource or habitat and that is the boat traffic in the slough. If you have ever pulled out a skier or made a quick start in the boat you would have noticed quite a bit of mud was suspended in the

water – and it doesn't go away until the next day. Last year I had to put rip rap on my shore line because it was quickly eroding. And the more boat traffic there is, the more erosion there is. All this affects the habitat negatively.

(Slide 11) Now let's move to the second objective in monitoring boat density and that is the safety of the participant. As you can see, the optimum or base density for a boat pulling a water skier is 12 acres. Given the 75 acre area of our slough that means roughly six skiers can ski on our slough at any one time. (Slide 12) This is graphically represented by overlaying six squares of 12 acres each (based on the given scale) on the water area. (Slide 13) Similarly, the optimum or base density for a boat only is about nine acres per boat. (Slide 14) Again, eight squares of nine acres each have been overlaid on the slough area.

(Slide 15) But a recent count of boat slips already on Jagger Branch yielded 103. That means only 6% or about 1 in 16 boats currently available in our slough can pull a skier at one time. Only 8% or about 1 in 12 boats can tour on the slough at any one time. And that doesn't include visitors to the slough. (There is a public boat ramp within one-half mile of the mouth of the slough.)

(Slide 16) And yet we are considering adding more boat slips to make more boats available – possible up to 60 more. The homeowners of Jagger Branch are concerned what will be the next proposed project.

(Slide 17) Honeycomb Community is not opposed to growth. We are opposed to uncontrolled growth. We welcome single family homes and boat slips. I would welcome a single family home next to me – look at the eyesore we have now since the developer pushed over all the trees and walked away. You, see we used to have a link that served to stop uncontrolled growth – the link between shoreline lots and boat slips. Now with that important link appearing to vanish, we are concerned as to where this will end and what it will do to our valuable resource.

(Slide 18) We believe that TVA already has sufficient information from the homeowners and our consultants to deny this application. However, if TVA feels it does not, we ask that you require the developers to prove through reasonable means the development will not harm future water quality. Ask them to prove the development will not harm the existing habitat. To date they have not. And we ask TVA to develop a comprehensive shoreline management policy so we can know what rules and guidelines we are operating under.

The bottom line is, this is far-reaching project with a long-term impact to a very valuable resource. Let's make sure we have done the due diligence to know what the long-term impact is; otherwise let's stop it in its tracks.