

# Jagger Branch

Protecting A Valuable Public  
Resource

# Controlling Boat Density

- Boat density
  - Acres of water divided by number of boats (acres per boat)
- USACoE Study: Lucky Peak Master Plan\*
  - Must be Optimum for:
    - I. Protecting the resource
    - II. Protecting the participant

\* <http://www.nww.usace.army.mil/planning/er/peak/sptdata/spt11.htm>

## **I. Protecting the Resource**

- **Size of the reservoir**
- **Amount of boat traffic**

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- **Size of the reservoir**
- **Amount of boat traffic**

# Length

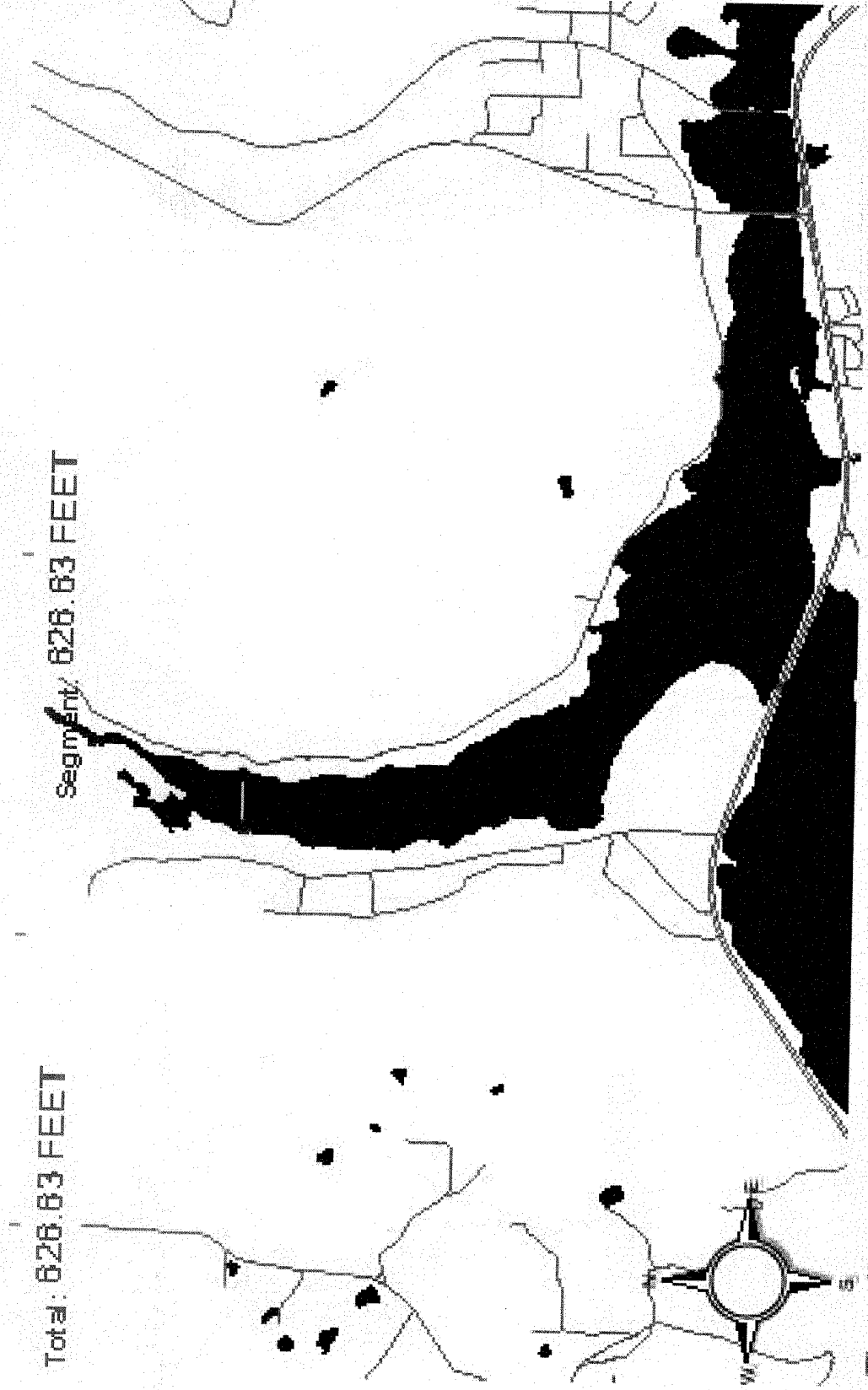
Total: 4604.9 FEET

Segment: 4514.94 FEET



There is no guarantee that this information is accurate  is up to date  3293ft

# Width

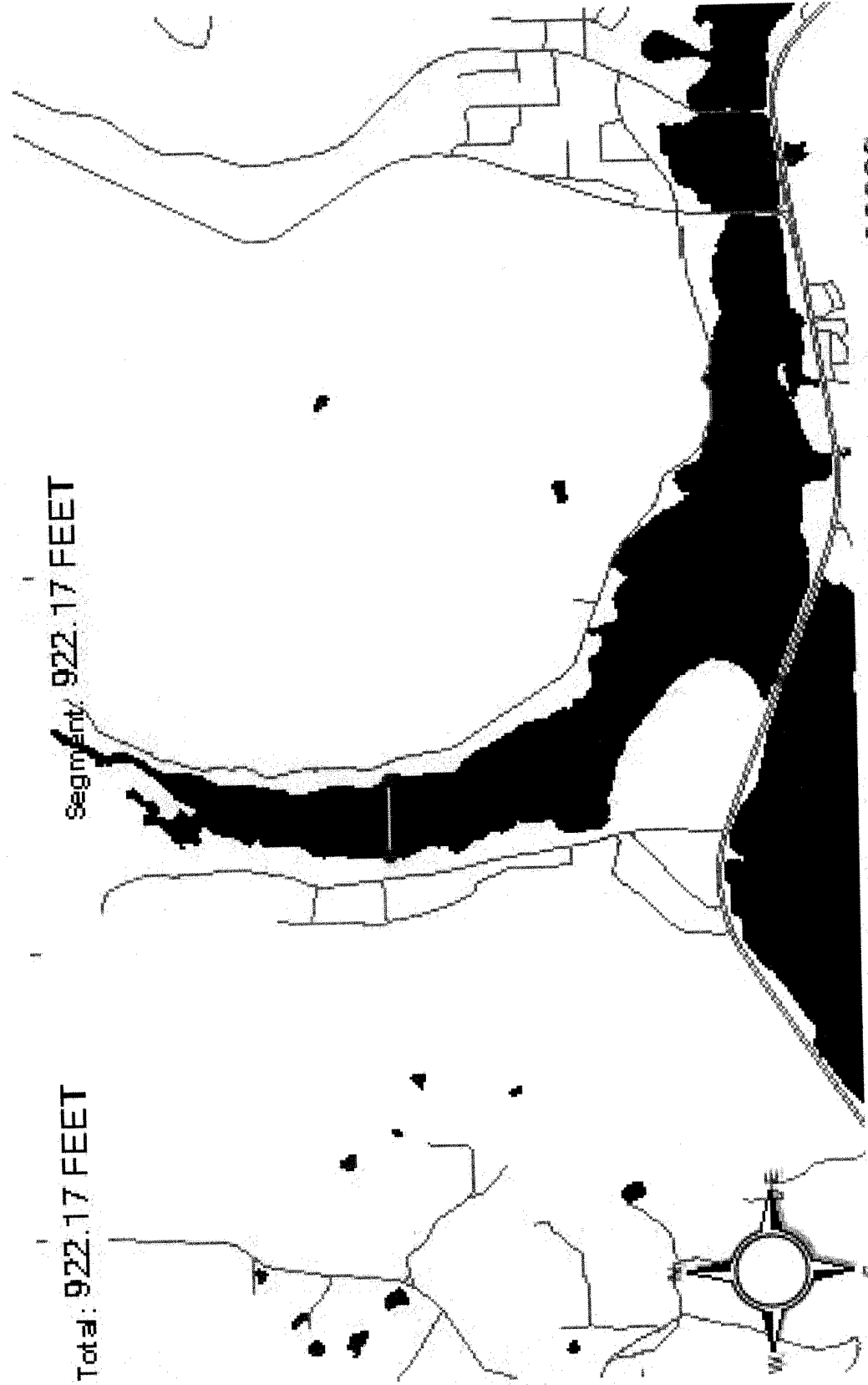


Total: 626.63 FEET

Segment: 626.63 FEET

There is no guarantee that this information is accurate @ is up to date 3293ft

# Width (cont'd)



Total: 922.17 FEET

Segment: 922.17 FEET

There is no guarantee that this information is accurate  $\odot$  is up to date 3293ft

# Width (cont'd)

Total: 1218.59 FEET

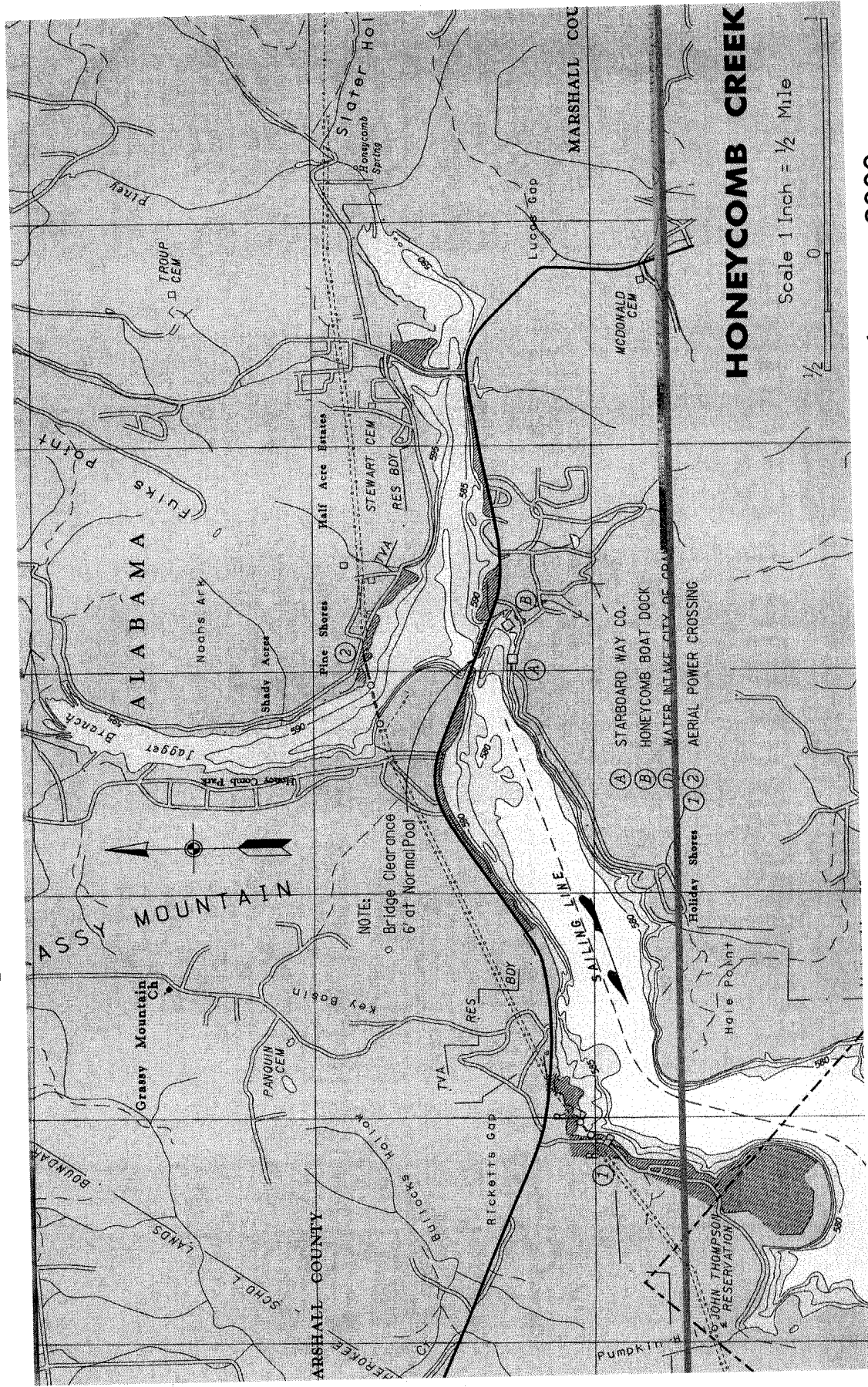
Segment: 1218.59 FEET



There is no guarantee that this information is accurate as of the date                      3293ft



# Depth (less than 9 ft.)



Tennessee River Navigation Charts, US Army Corp Of Engineers, January 2000

## I. Protecting the Resource

- Size of the reservoir
- Amount of boat traffic

## I. Protecting the Resource (Cont'd)

- Size of the reservoir
- Amount of boat traffic
  - Disruption of mud bottom
  - Shoreline erosion
  - Detrimental to habitat

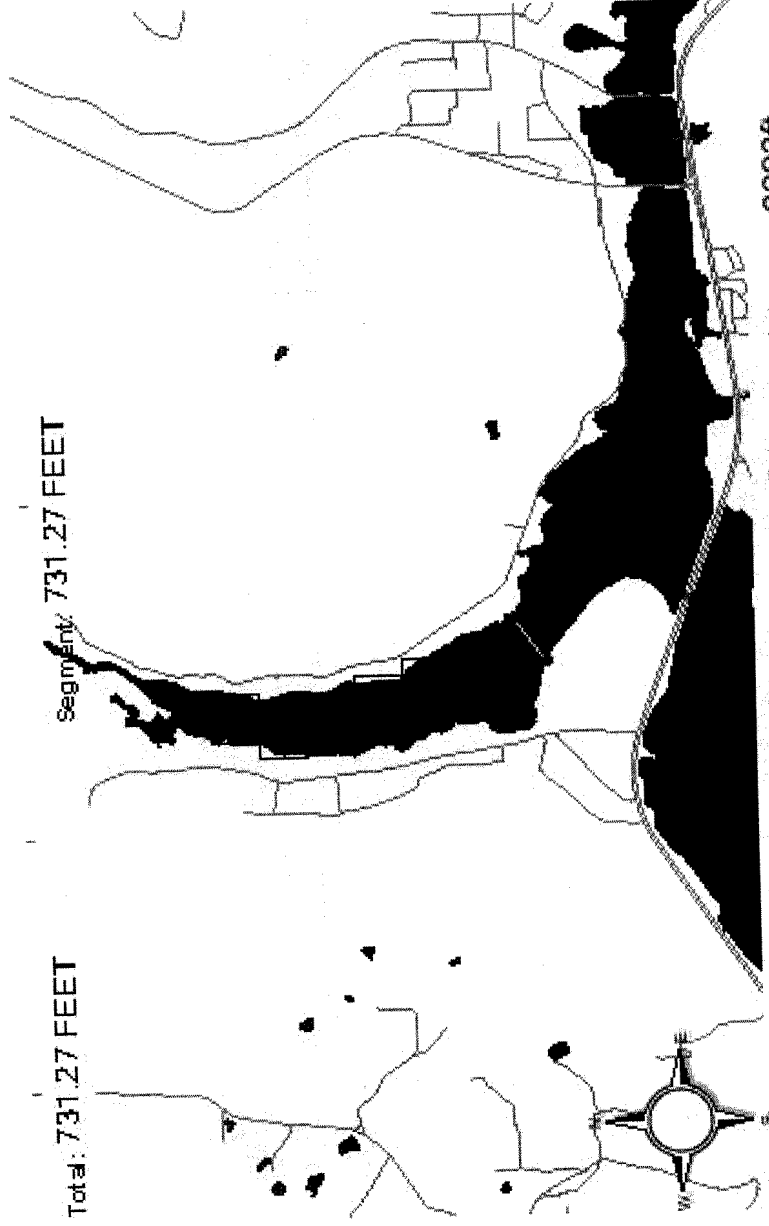
# II. Protecting the Participant

- **Water Skier Density**

<b>Density*</b>	
Low	High
20 Acres per skier	7 Acres per skier

\* <http://www.nww.usace.army.mil/planning/er/lpeak/sptdata/spt11.htm>

# Skier Areas of 12 Acres Each - 6



There is no guarantee that this information is accurate as of the date of issue. 3293ft

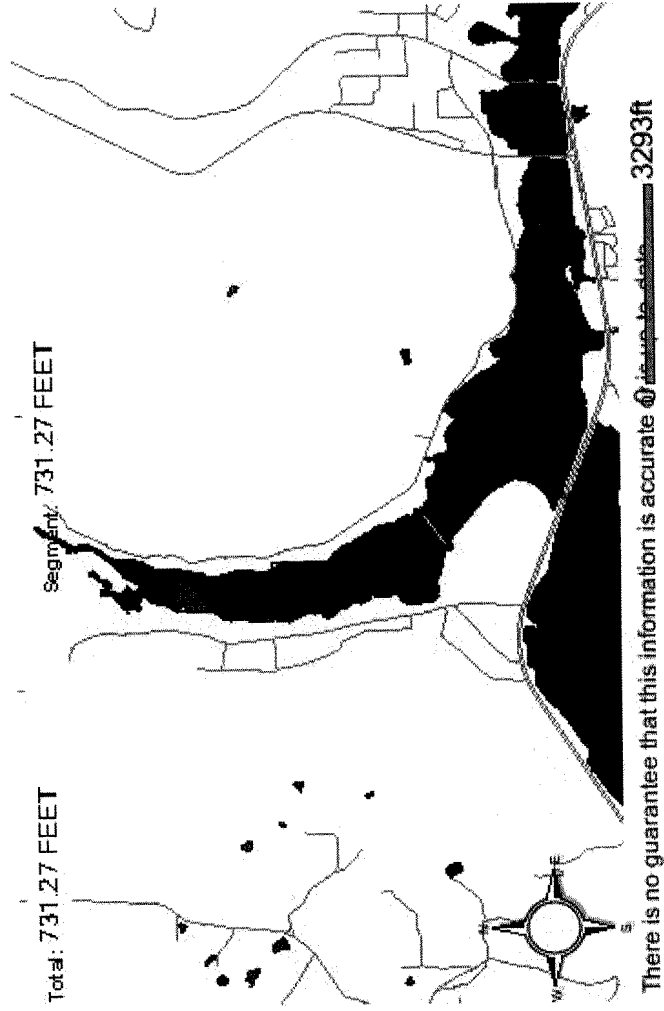
## II. Protecting the Participant (Cont'd)

- **Boat Density**

<b>Density*</b>	
Low	High
<u>18 Acres per boat</u>	<u>3 Acres per boat</u>
9 Acres per boat	

\* <http://www.nww.usace.army.mil/planning/er/lpeak/sptdata/spt11.htm>

# Boat Areas of 9 Acres Each - 8



# Jagger Branch Today

- 103 boat slips (HCA count)
- Less than 1 in 16 (6%) can be used for skiing
- Less than 1 in 12 (8%) can be used for boating
- Does not count visitors



# Add More?

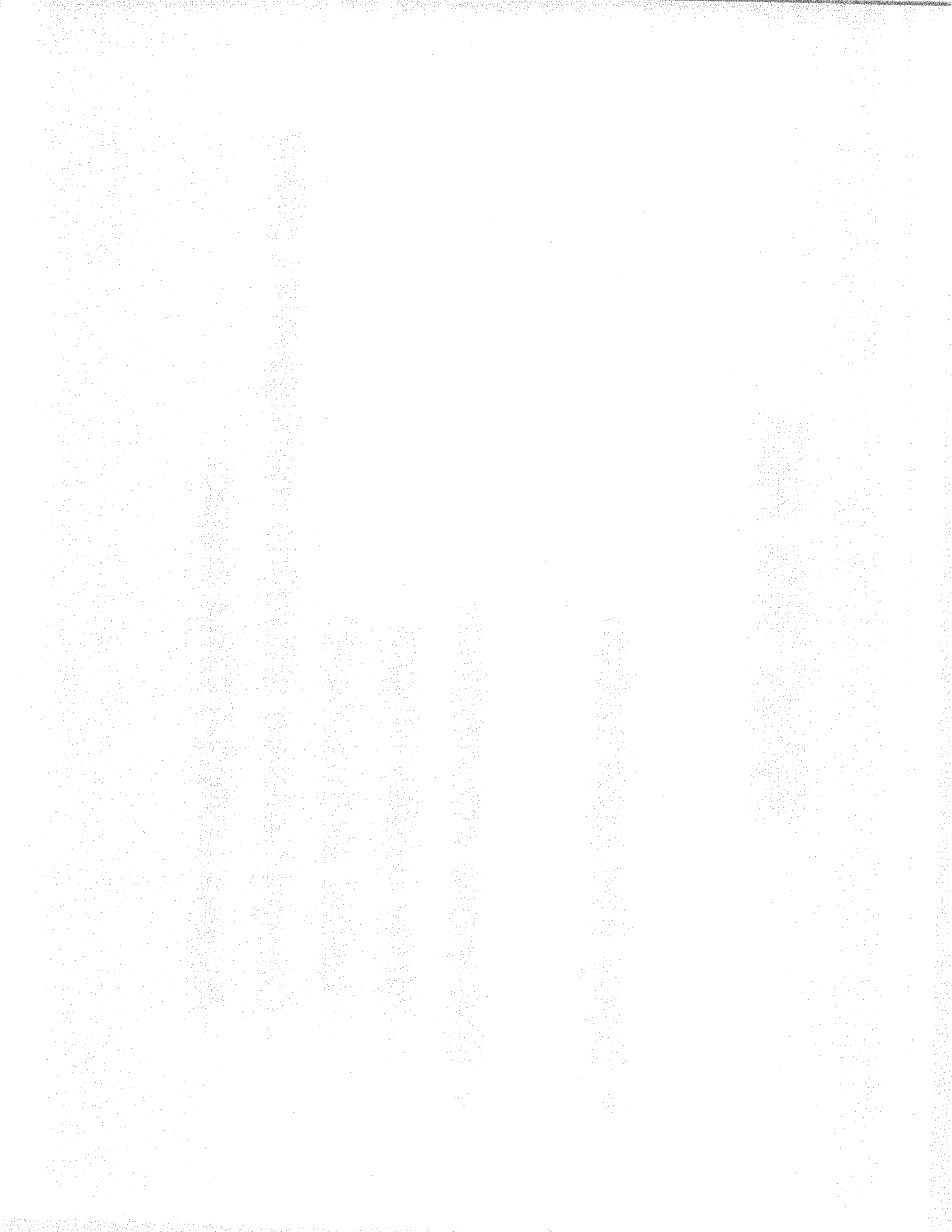
- 20 Shady Oaks Development
- 44 Jagger Branch Development
- Next?

# HCA Not Opposed to Growth

- Welcome single-family homes / boat houses
- Oppose unbridled growth
- Oppose destroying link between number of shoreline lots and number of boat slips

# What We Ask

- Deny this application
- Get more information
  - Water quality impact
  - Habitat assessments
  - Comprehensive shoreline management policy
  - Assess LONG-TERM impact



Computation of Surface Area in Acres

File	Length	Width	Minus for Shoreline	Total Sq. Ft.
A,B	4,514.94	626.63	(200)	1,926,209
C	4,514.94	856.30	(200)	2,963,155
D	4,514.94	922.17	(200)	3,260,554
E	4,514.94	922.76	(200)	3,263,218
F	4,514.94	1,218.59	(200)	4,598,873
G	4,514.94	1,375.40	(200)	5,306,860
H	4,514.94	731.27	(200)	2,398,652
	Average sq. ft.			3,388,217

Sq. ft / ac. 43,560.00 = 77.78 Ac.

Computation of Boat Density

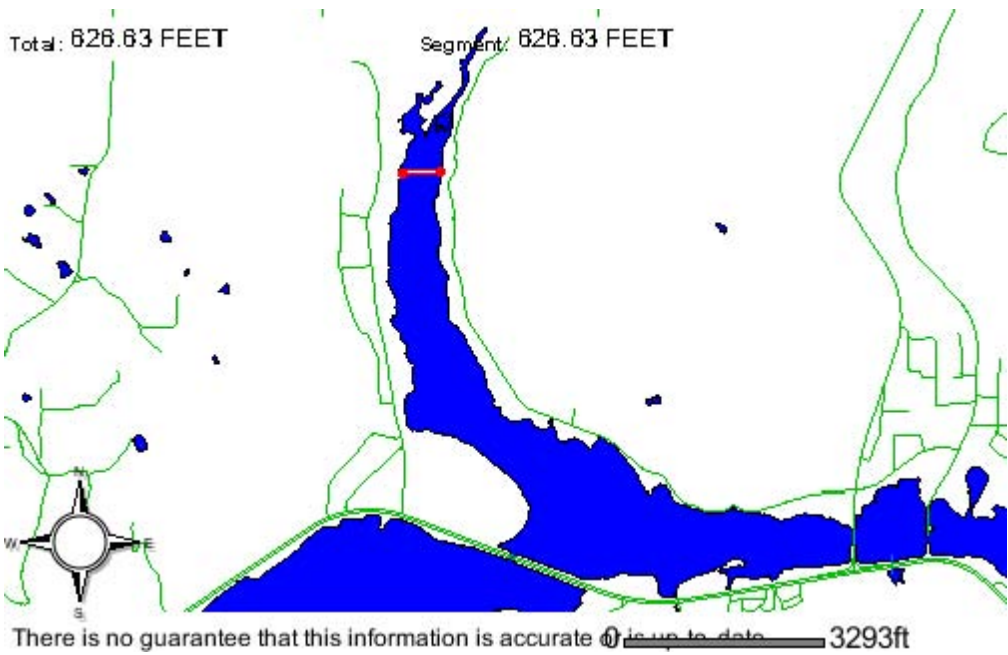
Calc = 77.78 / 9 = 8.64 or 8 boats

Scale = 9 acres x 43560 = 392040  
 Sq. rt. Of 392040 = 626.1309767 / 3293  
 per 1.5 inches = 0.28521 in. per boat

Computation of Boat w/ Skier Density

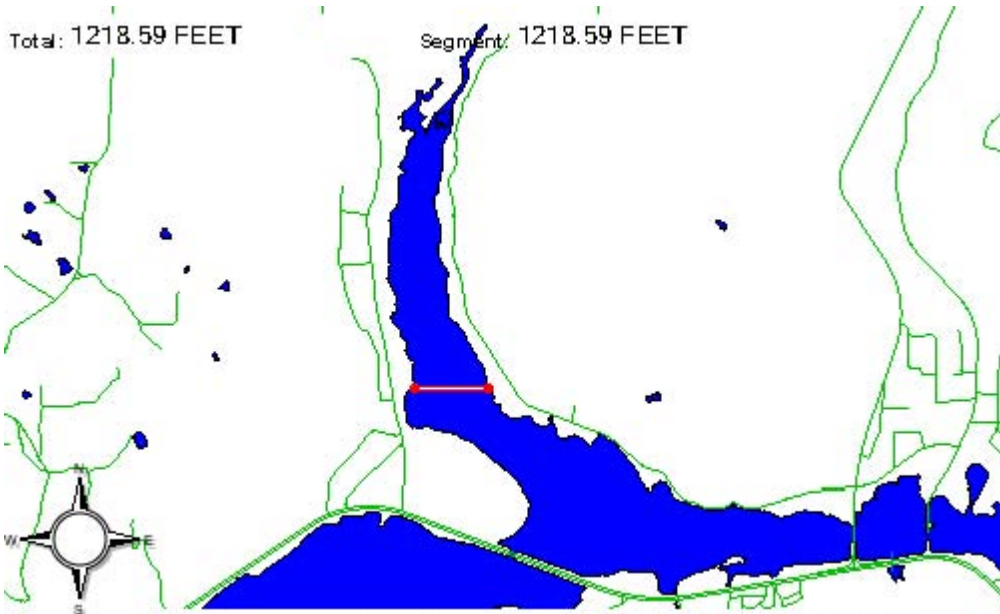
Calc = 77.78 / 12 = 6.48 or 6 boats

Scale = 12 acres x 43560 = 522720  
 Sq. rt. Of 522720 = 722.9937759 / 3293  
 per 1.5 inches = 0.329332 in. per boat



Total: 1218.59 FEET

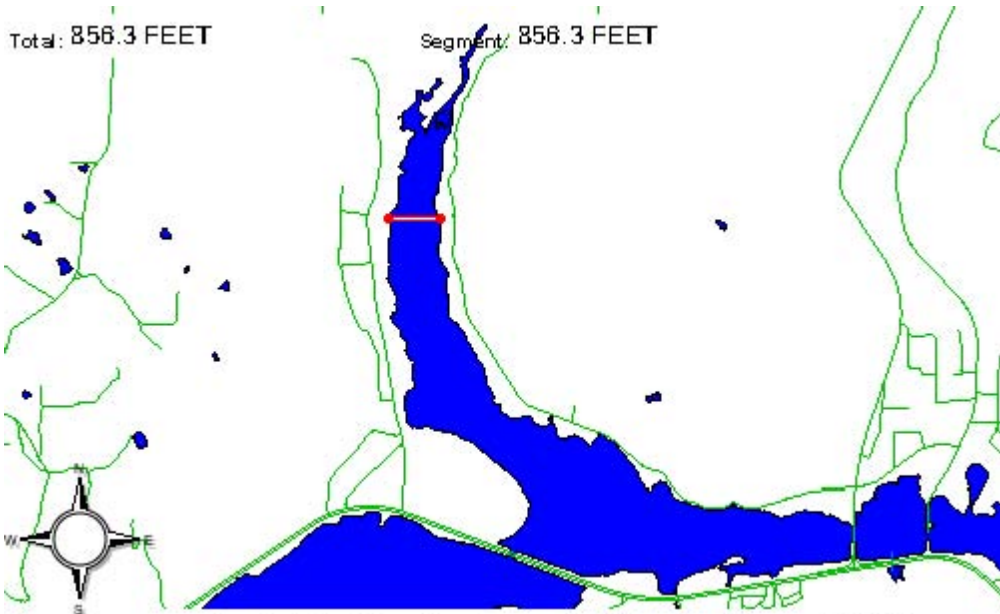
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There is no guarantee that this information is accurate ~~0~~ is up to date 3293ft

Total: 856.3 FEET

Segment: 856.3 FEET

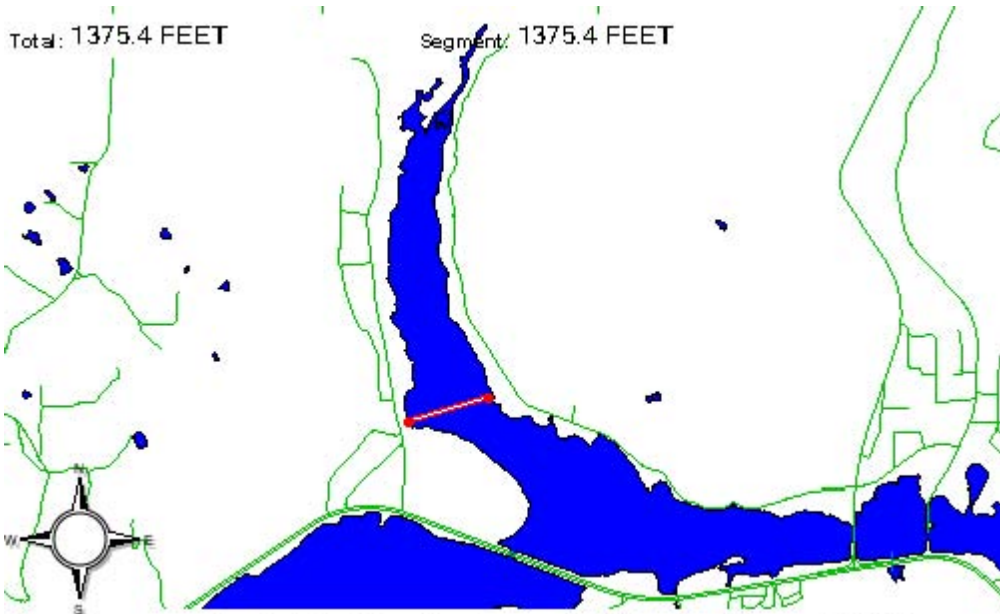


There is no guarantee that this information is accurate ~~it is up to date~~ 3293ft



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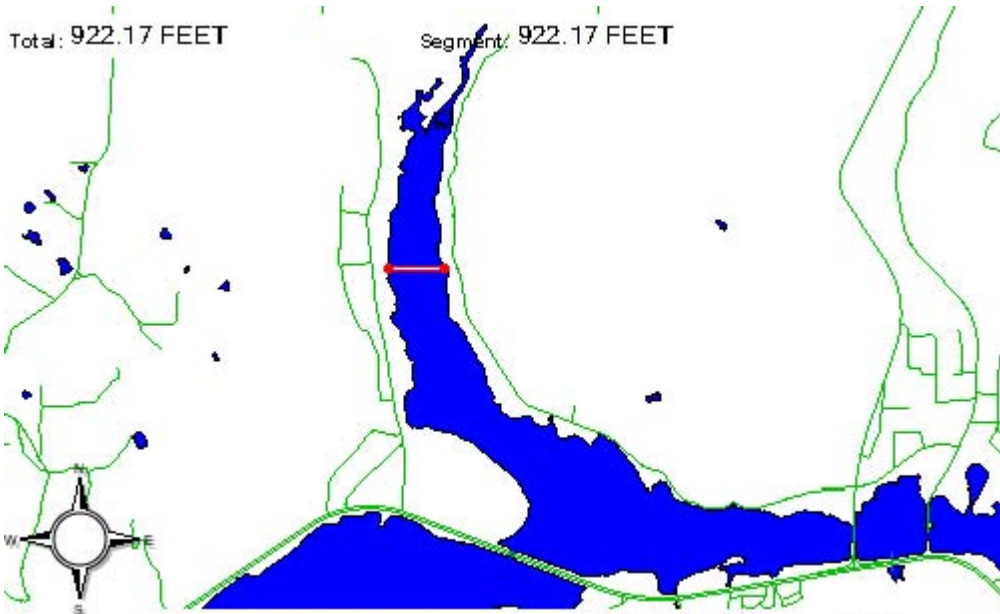
Segment: 1375.4 FEET



There is no guarantee that this information is accurate ~~0~~ is up to date 3293ft

Total: 922.17 FEET

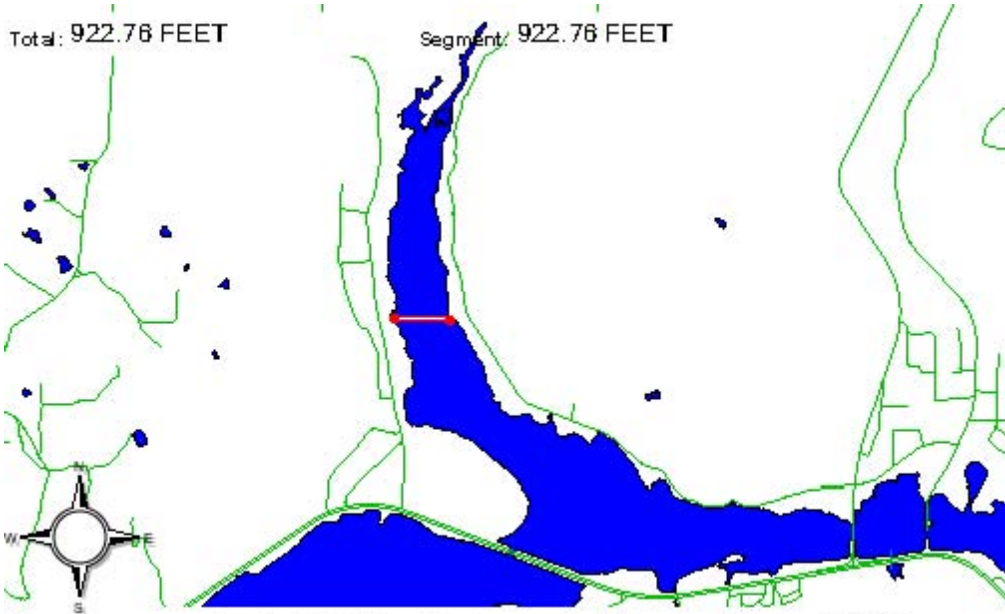
Segment: 922.17 FEET



There is no guarantee that this information is accurate ~~it is up to date~~ 3293ft

Total: 922.76 FEET

Segment: 922.76 FEET



There is no guarantee that this information is accurate or is up to date. 3293ft

11-23-07

T.V.A.,  
3696 ALABAMA HWY. 69  
GUNTERSVILLE, AL. 35976

RE: JAGGER BRANCH PROJECT @ HONEYCOMB

GREETINGS:

I AGREE WITH MR. LONG AND OTHERS:  
"THE LAKE IS A PUBLIC LAKE", "... ACCESS IS  
THE ISSUE..."; HOWEVER, IT'S QUITE  
CLEAR THAT MR. LONG AND A SELECT FEW  
WILL DEPRIVE MANY MORE THAN THEY WILL  
PROVIDE FOR, THE GOOD WATER THAT  
PUBLIC SKIERS AND PLEASURE BOATERS ENJOY.

SHOULD THE CURRENT JAGGER BRANCH  
PROPOSALS BE ALLOWED, I BELIEVE A  
NO WAKE/NO SKI ZONE MUST BE ESTAB-  
LISHED ON THIS BACKWATER IN J. R.'S HOLLOW.

SINCERELY,

*Steve A. Istenes*

CC: FILE

ADVERTISER-  
GLEAM

SAT: JBI.doc

STEVE A. ISTENES - PARTY OF RECORD  
1080 HONEYCOMB RD. [RR BOX 445]  
HONEYCOMB PARK SUBDIVISION  
GRANT, ALABAMA 35747-9386

P.S. I'LL NEED AT LEAST A 10 SLIP BOATHOUSE.

H-26-07  
2:30 AM  
PAGE 1 OF 2

T.V.A.  
3696 ALABAMA HWY 69  
GUNTERSVILLE, AL, 35976

RE: JAGGER BRANCH PROJECT @ HONEYCOMB PARK/  
FEASIBILITY OF PARALLEL VENTURE @ SPRING CREEK

GREETINGS:

HAVING LOCATED ACREAGE FOR SALE IN THE VICINITY OF SPRING CREEK, WE ~~FEEL~~<sup>BELIEVE</sup> ADDING WATER ACCESS WOULD BE BENEFICIAL TO ALL EXISTING RESIDENTS OF THAT AREA. I ~~FEEL~~<sup>FEEL</sup> ~~BELIEVE THE EXTRA MARINE TRAFFIC WOULD BE NO DETRIMENT TO ENVIRONMENT ~~AND~~<sup>OR</sup> SAFETY. THEREFORE, NO ENVIRONMENTAL/SAFETY IMPACT STUDIES WILL BE REQUIRED. THE WILDLIFE AND ASSOCIATED ECOSYSTEMS, IN MY OPINION, WILL FLOURISH AS THE RESULT OF THIS VENTURE.~~

USING PROPOSED STANDARDS AT HONEYCOMB, WE WILL BE ALLOWED ONLY 36 BOATHOUSE SLIPS, BUT CONCEDE THAT ONE WATERFRONT LOT COULD ACCOMMODATE ONLY HALF THAT, 18 SLIPS.

I FEEL WE DON'T NEED TO PROVIDE INFORMATION AS TO HOW THE SLIPS WILL

BE APPORTIONED TO THE <sup>NEARBY ACREAGE.</sup> ~~ACREAGE NEARBY.~~  
THIS WAY WE CAN LEASE SLIPS TO A  
LOCAL MARINE REPAIR ENTITY SO BOATS  
CAN BE FIXED, THEN TEST RUN, REPAIRED  
FURTHER, TEST RUN AGAIN AND AGAIN  
UNTIL DEPENDABLE OPERATION IS ASSURED.  
FURTHERMORE, DUE TO OVERCROWDING,  
THE AVERAGE TRAILER BOATER WILL JUST  
HAVE TO GO ELSEWHERE TO LAUNCH  
HIS WATERCRAFT. WE'LL DO A GOOD  
JOB - YOU ~~HAVE~~ <sup>HAVE</sup> ONLY MY WORD ON THAT.

① IN CONTRAST HOWEVER, BEFORE WE BEGIN SERIOUS  
NEGOTIATIONS WITH THE REALTOR AND A  
WATERFRONT PROPERTY OWNER, I FEEL  
IT PRUDENT TO APPROACH T.V.A. FOR  
BLESSINGS AND FEASIBILITY OF SUCH A VENTURE  
AGAIN. ~~YOU HAVE MY WORD - WE'LL DO A  
GOOD JOB.~~

SINCERELY,

Steve L. [unclear] - PART OF REC  
1080 HONEYCOMB RD (RR1 BOX 4)  
HONEYCOMB PARK SUBDIVISION  
GRANT, AL. 35741-9386  
(256) 539-1208 - HUNTSVILLE

CC: ADVERTISER - CLEARM  
HUNTSVILLE TIMES  
FILE

SAI: JB\_3.doc

P.S. OH! DAMN IT, I JUST REMEMBERED. THE  
INDEPENDENT ENVIRONMENTAL, ACCESS, AND  
SAFETY STUDIES WILL BE REQUIRED. I  
WISH WE COULD LOCATE PROPERTY OUTSIDE  
CITY JURISDICTION SO ~~WE~~ COULD PROCEED WITHOUT  
THE STUDIES.



12-9-07  
PAGE 1 OF 2  
2:17 AM

T.V.A.  
3696 ALABAMA HWY 69  
GUNTERSVILLE, AL. 35976

RE: JAGGER BRANCH PROJECT @ HONEYCOMB /  
POTENTIAL PUBLIC USE / NOTICE OF APPEAL

GREETINGS:

WE MUST CONSIDER ACCESS FOR THE MANY VESSELS RESTING ON TRAILERS IN HUNTSVILLE, MADISON, ARAB, ALBERTVILLE, OR EVEN MT. CATHA - PLACES WHERE LARGE POPULATIONS OR ELEVATIONS EXCLUDE AREA INTENSIVE WATERSPORTS. ACTIVITIES THAT REQUIRE LARGE AREAS OF WATER FOR EXECUTION INCREASE RISKS EXPONENTIALLY. I BELIEVE THE ENTIRE UNDISTURBED EASTERN SHORELINE SHOULD REMAIN THAT WAY.

THE AVERAGE TRAILER-BOATER WILL PROCEED TO HONEYCOMB PARK. HERE THE WEEKEND SKIHER EXPECTS A FEW LAPS OF SHUTTERED BACKWATER TO ENJOY HER NEW GREEN MASTERCRAFT. SHE EXPECTS, WHEN PROCEEDING NORTH IN TOW UP JAGGER BRANCH, A SAFE AREA TO CHANGE DIRECTION SOUTHWARD. KEEP IN MIND ALSO: WHEN SHE BEGAN SKIING NORTH THE TOW BOAT CAPTAIN

COULDN'T SEE THE END OF THE SLOUGH.  
 WITH LARGE BOATHOUSES, OR FOR THAT  
 MATTER, ANY OBSTACLE CONSTRUCTED ~~FROM~~ <sup>ON</sup>  
 THE EASTERN UNDISTURBED SHORELINE PRESENTS  
 THE NECESSITY OF DROPPING THE SKIER WITH  
 HER NEW HOT PINK BIKINI INTO SHALLOW  
 BACKWATER WITH DEEP MUCK. THIS CREEK  
 BOTTOM IS 1 TO 2 FEET OF SOFT ~~SEDIMENTARY~~  
 SILT; NOT PHYSICALLY INJURIOUS TO FALL  
 INTO - BUT NOT PLEASURABLE FOR THE INEXPERIENCED.

THAT SAME EVENING BACK AT HOME ATOP  
 MT. CHEHA, THE BOAT IS EVER SO CAREFULLY  
 BACKED INTO THE GARAGE, AND THE PINK  
 SWIMWEAR DRIPS DRY ~~AFTER~~ SEVERAL WASHINGS...  
 BUT FOR ME - I GET TO SLEEP ON THE  
 COUCH FOR MERELY SUGGESTING WE TRAVEL  
 TO HONEYCOMB PARK TO TRY OUT HER NEW  
 SKI BOAT. WE MUST CONSIDER LEAVING THE  
 ENTIRE EASTERN SHORE OF JAGGER BRANCH  
 UNDISTURBED.

SINCERELY,

*Steve A. Istevens*

STEVE A. ISTEVENES - PART OF RECORD  
 1080 HONEYCOMB RD,  
 GRANT, AL 35747

C.C.: THE ADVERTISER - GLEAM  
 FILE

SAT: JB\_4.doc

P.S.: SHE SAYS: TO GET OFF THE COUCH, I  
 HAVE TO APPEAL APPROVAL OF JAGGER  
 BRANCH PERMITS.



**Bean, Benjamin Josheb**

**From:** Anderson, Donald W  
**Sent:** Tuesday, November 20, 2007 7:29 AM  
**To:** Bean, Benjamin Josheb  
**Subject:** FW: Jagger Branch Public Hearing

**From:** captain sterling [mailto:captainsterling@bellsouth.net]  
**Sent:** Monday, November 19, 2007 5:21 PM  
**To:** Anderson, Donald W  
**Subject:** Fw: Jagger Branch Public Hearing

Dear Sir. It has finally come to our attention that in a letter dated December 2006 the applicant has removed the pier and the launch ramp from the over all plan and I wish to correct my statement to you section (3). Thank you.

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

**From:** captain sterling  
**To:** dwanderson@tva.gov  
**Sent:** Monday, November 19, 2007 11:20 AM  
**Subject:** Jagger Branch Public Hearing

Dear Sir: Again let me thank you for responding to our request for a public hearing. However, there were certain erroneous facts presented by the applicant which I was not able to bring into question having to speak first.

1) the fifteen hundred feet the applicant stated that was shoreline to figure boat slips was incorrect. If you look at the TVA maps you will find that most of that property is not water accessible and is in fact a TVA drainage and flowage easement.

2) The applicant stated that the county had approved his plat and subdivision and that is definitely incorrect. I spoke with the County Commissioner just before the meeting and to date there is no subdivision plated or presented other than the preliminary drawings the applicant presented at the hearing. In fact there is no such thing as Jagger Branch Subdivision because the fifteen water front lots were subdivided by meets and bounds, contrary to Section eleven and twelve of the Alabama Uniform Code and the County is quite aware of this. There is not any homeowners association for these proposed boathouses.

3) *The applicant made it appear they had withdrawn the proposed launch ramp which is not correct. Only the public access feature of the launch ramp. **This is particularly worrisome because of two factors.** There is no pressing need for such a large launch ramp and day pier unless the applicant intends to tie this ramp to storage for the 180 lots they propose. The applicant is in the boat business and they operate two commercial marinas including one on spring ceeek that has floating condos. Their two facilities are full and the way the permit is worded there would be nothing to preclude the applicant from building a dry storage facility and launching the 180 boats from this ramp. Second there would be no protection from the applicant "selling" a unplatted lot by meets and bounds and tying it to dry storage and launching.*

4) There is as yet no PLAN for depositing spoils. Only a suggestion by the applicant of moving it from the original position. Their property is riddled with springs, drainage easements and other hydraulic features that make placement of such spoils very sensitive.

Thank you for letting me comment on the above items.

P.S. You should indeed visit the site and see how remarkable the "legal" length pier now constructed on one of the waterfrong lots extends into the waterway. It is quite amazing but "legal" because it sits on a point. But if TVA would go look at it you would notice immediately it has greatly impeded navigation on the narrow body of water.

Sterling Phillips

12/19/2007

885 Honeycomb Road  
Grant Alabama 35747  
[captainsterling@bellsouth.net](mailto:captainsterling@bellsouth.net)  
256-505-3868