

APPENDIX B – PUBLIC SCOPING COMMENTS

Summary

TVA solicited comments on the proposed action by publishing notices in the local newspaper. The public notice appeared in the *Florence Times Daily* on June 26, 2005. It also ran the following Wednesday. Another local paper, *East Lauderdale News*, also ran the information on Thursday, June 30, 2005. The comment period ran through July 29, 2005. TVA accepted comments through August 19, 2005. TVA received comments from 93 individuals who were opposed (24 of which were form letters), 19 who were in favor of the proposal, and a petition in opposition to the proposal with 259 signatures. On August 26, 2005, TVA and the United States Army Corps of Engineers (USACE) issued a joint public notice, soliciting public comments on the proposal, specifically including detailed plans for the proposed marina facilities. Additionally, USACE mailed the public notice to all who had previously expressed an interest in the project. The public notice was posted on USACE's and TVA's Web sites. Commenters were provided the opportunity to submit their comments online through TVA's Web site, in addition to mailing and/or faxing their comments to either or both agencies. Thirteen additional comments were received; no new issues were identified. Issues identified were for the following resource areas: recreation, navigation and boating safety/congestion, water quality, roads/traffic, terrestrial ecology/natural resources, threatened and endangered species, cultural resources, solid waste disposal, visual resources, noise, security concerns, property access/property values, and land use. These comments were grouped into issue categories and are summarized below:

Recreation

Need for Marina/Facilities

Marinas are at Wheeler Lodge and Dam. the point and Bay Hill, developed and/or being developed.

No real need for this marina. The land is already available to the public and currently has numerous trails running through it suitable for hiking. The public already has full access for hunting and fishing and there is also a boat launch available on the Barnett Road for access to the water. There are numerous boat launch facilities available in the area and Joe Wheeler Park is only minutes away.

There is no need whatsoever for the facilities Mr. Doss proposes to build. As Ken Thompson, the representative from Joe Wheeler State Park, clearly pointed out, the Park is doing a splendid job of providing a marina and camp ground for the area. It also has a group lodge on the Elk River itself. Since 1995, when TVA designated the 91 acres in question "commercial recreation", the Pointe directly across the river has now taken a huge piece of privately-held shoreline away from its natural state and is developing it with houses and condominiums. The Pointe has also built a large marina almost directly opposite the one Mr. Doss would build. The Pointe has changed the situation on the lower Elk dramatically and TVA's designation from 1995 is no longer pertinent.

The Park already has in existence plenty of camp sites, boat slips, boat launches and other recreational areas, including a restaurant available for the public. With 2400 acres available to the Park, I am sure that they will be able to keep up with the public's

recreational needs for some time. Joe Wheeler state park is located about 3 miles from the proposed site, and offers marina slips, campsites and a nice restaurant.

While the residents on the Elk River need a marina, they don't need several. When one of them should fail, it will leave an eyesore, just like the 'old granary from Mr. Wheeler! Our boats can use Bay Hill or Joe Wheeler for gas, food, etc.

The proposed site contains equestrian trails used by the public. There are no other equestrian trails in the general area that offer comparable equestrian aesthetics in such a bucolic setting. These activities will be displaced by the proposed development.

Need for another marina located within 20 minutes (by watercraft) of the existing Bay Hill Marina (public marina on the west bank of the Tennessee) and just across the Elk River from the private marina associated with the The Pointe development.

I personally think this marina is a great idea for the community and the river in general. since the closure of elk river state park gas dock, there are no accessible areas for gas or even a telephone for emergencies

Bay Hill Marina already provides adequate services to the public and more are planned for the future.

Lucy's branch is located about 4 miles from this area by water, they also offer the same amenities.

On this point, you can check with the State Parks and you will find that they are normally not full, except on big holiday weekends. The rest of the year, they have plenty of available places for people to go.

If turned into a boating and camping area it would only compete for business with the other parks in the area which are never filled.

The following nearby facilities have increased their marina facilities, Bay Hill Marina, Joe Wheeler State Park and The Pointe. The Pointe plans call for a total of 146 boat slips just across Elk River from Tract No. 21.

The additions of these proposed facilities are needed to serve the growing population in this area of the river. I know that Mr. Doss's facility will be a welcomed asset to the community and travelers on the river.

Joe Wheeler State Park, a 2500 acre preserve, provides all of the proposed facilities plus more, in a safe, clean, affordable and controlled setting; further, this park is in the process of expanding to accommodate future needs. Wheeler Dam State Park and Wheeler State Park at the Highway 72 Elk River Bridge provide additional water based recreation.

Absolutely no information is available regarding the proposed restaurant except that this would probably be the last thing constructed. Please note there are several restaurants in the community and the restaurant at Bay Hill has closed and reopened several times in the past few years. The community does not need it and obviously does not support it.

If TVA persists with the approval of the requested easement, then I would suggest that TVA establish a set of strict rules governing the management of the property. These rules should include limits on the duration of RV visits, ATV and motorcycle usage, noise abatement, neatness, safety, and environmental concerns. If RV park provisions is retained in the propose, then the local residents believe that is it is TVA's responsibility to ensure that the standards for the park operation are comparable to those established at Joe Wheeler State Park.

Recreational Activities, Boating Safety

Homeowners have relinquished the waterway to the many jet skis and boats already using the river.

This somewhat narrow area of the Elk River is a heavily traversed waterway to the Tennessee River and quite congested with the fishing tournaments, homeowners boating activities, other boats from above and below the Elk River Bridge, established development sprawl and boat ramps already provided in the area

our experience with water traffic thru the years I think it would be safe to estimate at least 50 additional watercraft vehicles on the Elk River each day. It would lead to more pollution of the water way as well as more accidents by inexperienced people driving watercraft on the river.

Increased pollution decreases recreation opportunities such as fishing, swimming, and wildlife viewing.

The beauty of the Elk River is the lack of water traffic that you encounter on the river compared to the Tennessee River and Gunterville Lake area. We truly believe the water traffic in the other areas is a direct result of the marinas located in these area.

(Boat) Traffic on the Elk has become more populated. The proposal is just going to add to this.

The beauty of the Elk River is the lack of water traffic that you encounter on the river compared to the Tennessee River and Gunterville Lake area. We truly believe the water traffic in the other areas is a direct result of the marinas located in these area.

My children swim daily during the summer months in this river and I truly concerned about the additional pollutants.

This entire area is already over-developed and over-crowded and there are fewer and fewer places where one can just fish and enjoy nature.

On the TVA website TVA recommends ways to care for the environment on and around the river. I do not understand how you can be so contradictive of yourselves. In my opinion, this marina project goes against what TVA is putting on their website in trying to preserve the environment. According to your website, "TVA is committed to protecting the environmental resources of the valley."

This facility would be privately owned and controlled. The campground could very easy turn into a trailer park as is the case of Lucy Branch campground, allowing storage lockers, tool sheds, disabled vehicles and other unsightly things.

Navigation and Boating Safety/Congestion

This marina could possibly cause navigational problems and hazards.

Another concern of mine relative to the marina is: what will be the construction of the proposed wave break and how far it will extend out into the river. Any form of wave break will further degrade the river by not allowing the natural floating matter to rebuild the riverbed structure. Excluding the floating debris from its natural collection points in the sloughs will impact river front property owners by forcing this material into their docks, boathouses and water access areas. Then, ultimately TVA will have to deal with this excess debris at Wheeler Dam.

endangerment by congestion to all life, overcrowded,

The protrusion of the boat harbor in the Elk River will be very unsafe considering the increase in boat traffic exiting the marina. We have heard that the marina will extend 1,000 feet into the river. If this is true, there will surely be an increase in boating crashes and fatalities due to this obstruction, especially if barges are used as a wave brake. Although any wave brakes will obstruct the vision of boats exiting the marina and boats navigating the channel of the river. Also, please consider the extremely large number of logs and trees that float down the Elk River after heavy rains during the winter and spring. A marina extending 1,000 feet will cause a huge navigational mess as it collects logs and trees.

This facility would expose the residence to increased river traffic resulting in safety problems, and a very high probability of drugs and alcohol.

With the addition of the newly acquired subdivision at the mouth and the now proposed development of trailers camping, etc. at Barnett Landing, this will increase the traffic on ELK river to dangerous proportions.

Not only will this marina create heavy traffic in a small area, the safety of boaters will be crippled greatly. Boaters who are not familiar with the Elk River waterways already have difficulty navigating the congested area - adding a marina will only make it worse.

On weekends and holidays the increased boating/personal water craft traffic from this facility will multiply the already dangerous and over crowded conditions on the Elk.

The addition of such a marina would overcrowd a narrow passage of the Elk River that is already fairly dangerous during the summer with vacationers. Unfortunately, not all boater are educated on or choose to pay attention to channels and boating rules and regulations.

it would be safe to estimate at least 50 additional watercraft vehicles on the Elk River each day. I truly believe that no wider than the river is in certain areas this would be too much traffic on the water. and more accidents by inexperienced people driving watercraft on the river.

Congestion: marinas are at Wheeler Lodge and Dam, the Point and Bay Hill, developed and/or being developed, Fishing tournaments, and Homeowners have relinquished the waterways to the many jet skis and boats already using the river.

Proposed Elk River Resort

This area of the river is a path, somewhat narrow, to the Tennessee River and quite congested with the fishing tournaments, homeowners, other boats from above and below the Elk River Bridge and boat ramps already provided in the area.

the additional traffic it will create on the river. We are covered up now with wave runners and power boats. There is a new sub division being built at the mouth on Limestone county side that will increase traffic on the river.

In the past ten (10) years, boat and jet ski traffic on the Elk River has more than doubled, making it dangerous to be out on the water at peak vacation time. In my opinion, if this development is allowed to go forward, the additional traffic on the water in this area will increase by 15 to 35% making it dangerous to engage in water sports in the area where Elk meets the Tennessee River and all in the area south and north east of the proposed development.

we need to keep the waterway open for normal speed traffic

The river is already crowded enough. On a normal summer day finding any smooth water for water sports is almost impossible. The marina would stick out into the river SO far, and this will crowd the waterway even more.

It has been my experience that with the least bit of wind out on the Tennessee River/Wheeler Lake, everybody heads to Elk River or one of the other creeks such as First Creek to get out of the wind and rough water. Especially the skiers, fishermen, and jet boats. With Bay Hill marina and Lucy's Branch campsites out there, it's an overwhelming increase in traffic on Elk River already. Then TVA has let that Christopher start all those homes down there with his planned boat slips. He's already started ruining the River directly across from where Doss wants his Marina. Enough is enough! On the weekends, it's already overcrowded and too dangerous to be out. We rarely go out on the weekend anymore. The Elk River channel is just! too narrow to accommodate any more traffic. A new marina will just make matters worse and more dangerous.

Increased boat traffic to a now calm narrow navigable area ("Exhibit B" indicates an 800' wave break perpendicular to the shoreline) on the Elk River in which shall become congested and creating more instances for accidents on the waterway and decreasing the safety of my family / kids and someday grand-kids.

Effect of the proposed marina on the Elk River flow and the accumulation of debris (both natural and man-made). The proposed marina would appear to intrude into the Elk River at a point that would impede the natural ability of the river to carry debris around the left-turn bend and out into the Tennessee. The Elk River is well know for its debris and the associated water hazards. The concern over the proposed development should be its impact on the rivers ability to carry debris safely out into the Tennessee, and not allow it to accumulate upstream, creating more water hazards.

Water Quality

Septic and Sewage

Increased development means increasing sewage disposal problems and the possibility of it leaching into the River. Will this be a private sewage plant? The water level of the ground can only accommodate so many field lines. Overspill flow into the river. Who will monitor the pollution?

A new subdivision is currently being developed at the mouth of Elk River on the opposite shore from the proposed site. They've already got problems with sewage disposal because the land is too low. Just wait until the rest of those homes are completed.

Another of our concerns is how will the sewerage problem be handled for this project? We are on a well and the last thing we need is to have a large septic system filtering into the surrounding ground water and polluting the wells in the area. Has a perc test even been performed?

Increase in sewage potentially causing water pollution.

Sewage Disposal - Marina, cabins, campsites. (Most of the 91 acres are in low, "wetland" type land - it will be impossible to keep all sewage out of the river). As I understand it, Mr. Doss plans to use septic tanks. This area is too low. It has too much runoff directly into the river. There is no way that septic tanks for a project this size will keep all the sewage out of the river. I recently had a septic system installed on my property for a family of only two people. The requirements from the Lauderdale County Health Department made it almost impossible to install the field lines. It wound up costing over \$10,000.00. I wonder if Mr. Doss will be required to use the same precautions that I had to live by? Has he considered the extreme cost? And what assurances and checks does TVA have to make sure that this project would keep all sewage out of the river?

Fuel leakage from boats and direct human waste. (urine, feces, trash into river at Marina)

How does Mr. Doss plan to keep all the sewage from these boats out of the river? They can use a pumping system, but that won't stop it all. I've been to parties on boats in privately owned marinas. Once it gets dark and the drinking starts, people just use the river. It's as simple as that. I've lived on the Tennessee River all my life and there is no doubt about this. With all these homes, docks, boathouses, and piers already here, Elk River is almost a septic tank now.

As the VP of Twin River Estates Water Company, I am requesting that you exercise caution before granting easement requested by Mr. Gilbert Doss. A project of the size suggested by Mr. Doss will necessarily require a large septic system. Any large septic system, in close proximity to a waterway, could potentially introduce serious contamination if the project is not preceded by a comprehensive study of the soil structure in the affected area.

When the issue of the septic system was discussed at the informal meeting conducted on July 18, Mr. Doss indicated that "perk" tests had been performed on the proposed

site. Since “perk” tests are used to measure the soils ability to absorb affluent at some minimum rate, these tests do not provide any insight to the rate at which the affluent will migrate laterally and potentially enter the river. The real concern, when planning a large septic system near a waterway, should be focused on preserving the water quality of the river.

The soil in this area generally consists of limestone rock and clay. This type of soil is not well suited for holding an affluent. More importantly, this soil will readily allow greater lateral movement of the affluent. there is some physical evidence, in the immediate areas of the proposed development that supports this concern. Multiple springs, flowing from the banks of the Elk River, have been observed on the property adjacent to the southern boundary of the proposed development site. this clearly indicated lateral movements of water within the soil structure. Should the planned septic system’s drainage field contaminate any of these springs, then the Elk River could also be contaminated with raw sewage.

I urge TVA and the developer to conduct comprehensive soil studies, employing a qualified geologist, to ensure that this project will not damage the water quality of the Elk River. Proper soil studies are the only tools available to reduce the liability exposure for both TVA and the developer.

We are also concerned about the leakage of human waste from the holding tanks of boats in the marina and recreational vehicles in the campground. This especially concerns us since we have a six month old daughter and we are worried that this leakage will spread disease causing bacteria that will cause her harm.

Fuels, Lubricants, Sewage From Boats at Marina

The more boats and filling stations that exist on the river the more chance of an accidental spill and further destruction of the water life in the area.

The increase in boating traffic would no doubt increase the potential for petroleum products to become introduced to the water.

Fuel leakage from boats

All you have to do is ride thru a marina and smell the gas.

Boaters, mainly jet-skiers, speed-boat skiers, and bass fishermen, pollute the quiet environment of the embayment with their litter, their gasoline secretions

Not only is it taking homes away from the wildlife, the excess gas and oil that will go into the river will ruin the fish population. The extra boating traffic will leave wakes that will wreak havoc with the docks, seawalls, and banks. The erosion will be much worse than it is now.

Other Water Quality Issues

Runoff - Increased development by the loss of forest. Decreases water quality.

Nor has it been disclosed how runoff from these paved areas would be treated.

Dredging - This will affect the natural balance of the shoreline and flow of the river. Unintended results usually occur due to dredging and many times are negative.

Specifically, the Elk River System already has pollution problems. I have spoken with ADEM and they have informed me that are not allowing point discharge into the river in this area because of the phosphorous values.

Potential for erosion of the soil as trees are cut and sites developed. If rip rap had to be used to control erosion, it would be unsightly and not in keeping with the present shoreline.

years ago one could see your feet while standing in the Elk. Development, farming and population has changed that forever.

The extra boating traffic will leave wakes that will wreak havoc with the docks, seawalls, and banks. The erosion will be much worse than it is now.

Remember, this river provides drinking water for many of us Tennessee River Valley residents.

In a previous TVA report on this property found that "soil interpretation indicates that the soil has highly erodible soils...." How will this problem be addressed by these developers?

How will the dredged spoils and the substantial amount of water used to pump it be handled? Surely not just poured out onto ground that slopes to the river. A settling pond will be required to hold the dredged slurry at least temporarily to prevent it from washing back into the river. Where would the pond be located? How big does it need to be? Where and how will the earth removed to dig the pond be stored to prevent it from washing into the river? Has the dredging plan been reviewed by a qualified engineer? If so, what were the details and results of the review?

Also, shoreline areas outside the proposed project area will be subject to increased wake effects from the increased boating activities in the immediate area of the project when it become commercial. These areas are likely suffer increased erosion and deterioration from those increased wake effects.

the increased bank erosion will get into the river and take trees with it. and the entirety of the shoreline must be "rip-rapped".

Also our community use water from a community well and I myself have a well on my property. these wells are from underground springs that are fed from underground springs from all over the area. IF such a facility were to locate in the area their septic system would contribute an excessive amount of waste (both human and synthetic) into the soils finding its way into these springs damaging our water supply.

Roads/Traffic

Endangerment by congestion to all life

The road is only one lane wide and the entire length of Lakeview Drive is comprised of steep hills and sharp curves that are not conducive to large campers or vehicles pulling

boats. As people discover there is no ingress to TVA from this road guess where they will want to do their turnarounds. We already have enough people turning around in our driveway who evidently don't know what "Dead End" means.

The proposed road for access to this facility is very narrow. If a large boat being towed met a large motor home or camper it would be almost impossible to pass safely

Roads are not currently designed for this much traffic. Tax payer burdened by the cost of construction to upgrade roads.

Increased traffic into the area. My husband left a buffer strip between the end of the road that he put into Hidden Valley Shores and TVA land, but there is already a problem with four-wheelers going across our private land into the proposed development area. Certainly this problem would be increased by those seeking an alternate route into the campground area.

Mr. Doss said somebody at the Lauderdale Count Road Dept said that the two lane road in and out of the park would handle the traffic. They are mistaken. And how in the world can they say that anyway when he doesn't have any idea how many people are going in and out of there. Ya'll need to get actual projected numbers, and have the road dept consider it with accurate information and an impartial investigator. Make sure they take in consideration the residences on that road, along with the many children that use that road.

There are children that play, Skateboard/basketball/pitch, on that road all the time.

TVA should have enough consideration about those poor people that live on that road. They won't be able to get out of their house!

Entrance road is a two lane-road through residential areas. Trash and abuse to the area between Hwy 72 and "marina" area will increase. South of the "industrial park" on the proposed route on Barnett landing road is a residential area. If you allow this project, an alternative route must be found. The current road has difficulty handling current traffic. It would be a disservice to the residences to allow the road to connect to a park/camping area.

Additional commercial development in the Elk River area will increase traffic on Highway 72. Until the proposed median is completed from Athens to the Lee-High bridge, we do not need additional traffic on Highway 72. A reduction in speed limit has helped, but additional traffic (especially traffic pulling boats and travel trailers) will only add to an already dangerous situation.

Increased traffic on a sub-standard County road in which traffic projections have not been developed for to determine if the existing roadway structure (pavement design) can handle the increased average daily traffic (ADT).

Furthermore the intersection of Barnett Road and County Road 70 is currently serviced by a recently added four way stop sign. The increased traffic flow will probably require a light rather than just signs. This is especially important since so many children play in these streets. This increased traffic flow would represent a significant risk to these children.

There is a great concern with various safety issues regarding the direct route to access this proposed project. The only inlet/outlet for this project will be accessed down Barnett Road off Highway 72. Barnett Road is a narrow county roadway that has several peaks and valleys. Due to the narrowness of the road and no distinct white/yellow lines, many times you will meet oncoming traffic, in these peaks and valleys, traveling in the center of the road, creating near-miss accidents. All this additional projected traffic will create many more near-miss/fatal accidents because there is nowhere to go except head on.

In addition the local residents, the road is already heavily traveled by vehicles/boats going to the end of Barnett Road to access the TVA boat launch. Even though it has been newly resurfaced, it doesn't have a grade "A" surfacing job. All this additional traffic brought on by this marina/campsite will heavily tax/deteriorate the existing road, creating a sub-standard road for residents whose livelihood makes it mandatory they travel the road daily regardless of the condition of the road.

I do however object to a possibility that access to the marina be through the roads from York Drive to Poplar Springs Road to Sharon Drive to Jennifer Circle where my future home is under construction. This route would be convenient for patrons of the marina coming from the east on US route 72, create traffic and danger for walkers, joggers, children, and adults in an otherwise quiet developed community. In consideration of the above I oppose the marina or any other development of TVA's property that allowed its eventual connection by road to the adjacent Jennifer Circle.

Major county expense for roads and traffic

These include the increase in traffic on roads and lanes that are not designed for this traffic load

Safety of the county-maintained access roads (County Road 70 and Barnett Road) leading into the proposed development. Both Barnett Road and CR 70 are very narrow, with no shoulders, and several hills that degrade sight distance. These roads are not adequate to safely handle the increase in traffic of large boats/trailers and campers associated with the proposed development. Additionally, many of the homes along both roads are single family homes built very close to the roadway, so much so that the road itself serves as play area for local children, who would be exposed to the traffic hazard.

I live at the end of county road 77. I have 3 small kids and I do not want the additional traffic on that road.

a road entrance that will get some people killed - Add to it that Doss's road is dangerous

Increased traffic on a sub-standard County road in which traffic projections have not been developed for to determine if the existing roadway structure (pavement design) can handle the increased average daily traffic (ADT).

County Road 77 will be the public road serving the entrance to the proposed project. This is a two-lane rural road. Exhibit-B if the JPN shows the county road but does not give sufficient detail to locate the proposed entrance to the project. Is the county road designed to accommodate the anticipated traffic volume expected during construction and operation of the project? Has this been studied by a qualified engineer? If so, what were the results of the study?

Terrestrial Ecology/Natural Resources

Animals: Birds, Turtles; Aquatic: Mussels, Fish, Terrestrial Mammals

Loss of habitat for waterfowl, wildlife, and fish - is home to a variety of animal life, including opossums, raccoons, deer, coyotes, porcupines, **eagles, herons**, owls, and an incredible variety of birds. have observed box turtles living on the shoreline and a turtle crawl up from the river to lay its eggs in my front yard.

This action is particularly important as it has been reported that **Eagles** have been seen roosting on Tract 21 which has about one mile of shoreline.

Affect the return and nesting of the **bald eagle**.

The Elk and Tennessee Rivers provide major flyways for all types of waterfowl and many fishing opportunities. Increased development of the shoreline reduces this habitat and adversely affects fishing.

fowl, fish, plants, garbage, shallow water, shoreline destruction.

This area is one of the few areas that are still wooded on that portion of the elk river and supports a verity of water fowl and other wildlife. This area could be more useful to the area if it is left as is.

All the neighbors and river users ooh and aah over watching **eagles, osprey**, hawks, owls, **pileated woodpeckers**, wood ducks, ring neck ducks, geese, mallards, herons, hooded mergansers, horned grebe and all types of water fowl in addition to turtles, **mussels**, beavers, raccoons, deer etc. On and around this property. This is a very valuable wildlife habitat and is threatened by the possibility of this

we have seen a dramatic increase in the variety of waterfowl that reside where the peaceful embayment empties into the elk--great blue herons, white egrets, kingfishers, wood ducks, and mallards.

development, not to mention the erosion from wind, rain and wave action cutting of trees and vegetation, pollution, fuel leakage, runoff, sewage, increase of traffic on the water dredging of the cove and other environmental impacts

An example of this would be the flock of about 20 wild turkeys that can be found on this land.

We have the unique experience this very year of having a bird appear at our home that have never been formally identified before in this state. We took numerous photographs of this bird and even alerted the Alabama Ornithological Society. When their President came to our home to see and verify the existence of the bird he commented profusely on what a unique and pristine habitat the Elk River was. He was quite surprised that an area like this still existed. The find was considered quite significant as you can verify by visiting this url, several websites are listed that contain this information:

<http://www.google.com/search?hl=en&q=white-winged+crossbill+kelso+rogersville&btnG=Google+Search> or
http://www.tvas.org/RBA2005_04.htm

It is also worth noting that this section of the Elk River also supports several types of herons, bald eagles, and even an osprey has been sighted. The mere presence of a marina and the associated activity will pose a severe threat to these species.

We are concerned that any development of this property will have an adverse effect on the Elk River Population of bald eagles that nest in this area. Bald eagles have been observed using this property on numerous occasions. We hope that TVA will consider the negative impacts on this endangered species while conducting the environmental impact study.

Fishing - The proposed easement is a march of destructive development for the area and a death toll for fishing, beautiful fowl life and recreational water activities.

I cannot believe that dredging is not going to have a negative effect on the fish population in that area. That is currently one of the favorite fishing spots on the river.

My children frog and gar gig, fish, hunt and walk in these areas. These types of activities are currently severally limited by the lack of undeveloped waterfront. We are just making these conditions worse.

The Marina, if construction is allowed, will result in the elimination of a large area of irreplaceable fish and wildlife habitat.

This is clearly a location where the natural process of spawning and feeding occur annually. As I have fished there, I have caught bream, shellcracker, bass, catfish, etc. because of the excellent natural habitat. I definitely believe developing a marina here will absolutely change the area permanently, and not in a positive direction for a fisherman.

Mr. Doss will be selling gas at this marina and that he will also need to dredge the slew to accommodate his proposed dry storage. This will have a very negative effect on the mussel population in this area of Elk River.

will ruin fish spawning areas

Please leave the acres of land undisturbed. We have very few left. I expect TVA to protect natural habitats.

Effect of the proposed development on the natural wetlands in the area.

Also, it is now an important place for fish and wild life to live and propagate.

The wildlife in the area that you intend to build on is simply amazing. Do you realize how much of that you will destroy?

There are eagles nesting in and around that area. I thought that they were still considered endangered.

The recreation, the natural habitat and the beauty is to be protected. The marina would add more distress to the land and the river. Please consider my concern to protect the

wildlife and residents (who prefer quiet canoeing and observation of the beauty of nature) from more development with the proposed marina.

For one, the wildlife it would run off of their own habitats.

According to an E.P.A. data base, the lower Elk River "section is habitat for two federally listed fish species: the Snail Darter (*Percina Tanasi*) and the Boulder Darter (*Etheostoma Wapiti*). If there habitat is in the vicinity of the proposed project, it is likely to be harmed.

The negative impact that this project will have on the fish population. (Elk River is already in danger from too much sediment runoff, too much pressure from fishermen, and general abuse by the public) There is a fishing tournament nearly every day out of one of the aforementioned boat ramps. There are few places left where the shoreline is not developed, where one can fish without being on top of someone's dock or pier. This is one of the few places left where Crappie, Bass, Shellcracker, and other fish can bed without being disturbed. Dredging that out will definitely ruin the spawning areas. The fish have few places left to go. It would be devastating to the fish population, which is already in dire condition.

Timber/Forest Habitat

There will have to be a lot of old timber cut to put in a ramp, dry storage, marina, campsites and a big parking lot for all. This 91 acres is a natural forest, animal habitat and wetland (marshy area in back of cove with small creek) and this cove is an excellent spot for fishing of all kinds and bird watching.

remove one mile of shoreline from being "wild" and scenic

Loss of native trees and flora and fauna.

I've watched residences build on the river while maintaining the required TVA tree line. If private residences have to maintain TVA requirements, why would you consider an easement for commercial industry who will destroy what private people and TVA work to maintain.

the amount of forestland to be cleared and the amount of land to be paved over for storage, parking lots, campsites, etc. has not been disclosed.

Wetlands

A portion of the land requested in this proposal is wetlands with springs that flow into the river. If this land has been percolation tested, where can the percolation test results be obtained?

Cultural Resources

Loss of valuable archaeological sites and artifacts.

Negative historical and archaeological impact - (These grounds have history of Indian Villages and possibly their burial grounds) A TVA archaeologist recently told us at a Lake Watch meeting that it is a Federal Crime to dig for Indian relics, arrowheads, etc on

Federal Lands. How could TVA allow Mr. Doss to dig in this area when they would charge an individual with a Federal Crime just for digging for arrowheads?

There are historical sites in this area also.

There were also Indian villages and camps on this side of the river (refer. Bureau of ethnology bulletin 122 pg 91 and 92) above and below the waterline.

There are historical sites in this area also. There used to be Indian villages along the area and I'm sure they have burial grounds there.

Solid Waste Disposal

What provision has the developer planned for garbage removal in the area, which will increase.

Does the owner have to meet requirements in keeping the area clean

The campsites will produce waste that has to be disposed of. The tremendous pressure from boaters, residents, and fishermen makes the shoreline unbearable now.

Increase in garbage causing rates to increase, trash in the river, and trash on the roads leading to the site.

Visual Resources

The proposed development at Barnett's Landing will be a disaster for the pristine area.

The spot is one of the most beautiful on the lake

It should be left with respect by man (and TVA) to the natural flora, fauna and water life for the enjoyment of nature without the addition of fences, asphalt, sewage, concrete, garbage and congestion.

Fishing and boating on the Elk River- things I most enjoy are the tracts of beautiful trees owned by TVA and the serenity of the surroundings.

River view & home ownership degradation

Potential for destruction of natural lands that enhance the river view.

Potential for poor upkeep of properties, especially in the winter when view people are using the river.

Without exception they all are completely taken with the natural beauty of the hills and forest. They always comment about how undeveloped the shoreline is compared to the other rivers they are familiar with

We've enjoyed the natural look of the river for many, many years and then to have the shoreline destroyed and aesthetically altered with construction and then to possibly be abandoned, we'll be stuck having to look at the eye sore.

we need to keep the waterway beautiful - addition of commercial barge/type barriers and removal of trees and natural habitat would be inappropriate for esthetics

Drawings presented do not present esthetic proposals and do not give architectural details - what control would there be over the development after lease was awarded?

It would eliminate the only remaining quiet and undeveloped area on Elk River. Many people now enjoy visiting this lovely area, and would be hurt by its loss.

If the proposed marina does not survive from a financial standpoint, we will be left with a desolate eyesore as compared to a now scenic recreational waterway.

Noise

The restaurant and the camp sites would be built right next to our property. This would have an impact on the quality of the quiet and peaceful location our home currently offers.

With the recent development of The Pointe, which is almost directly across the river from the proposed site, there is already a drastic environmental impact on this area with the increased river traffic and noise.

This facility would expose the residence to unwanted and excessive noise.

Increased noise and disturbance to the people who live in Hidden Valley Shores (developed by my husband), as well as to others who live on that part of the river.

Boaters, mainly jet-skiers, speed-boat skiers, and bass fishermen, pollute the quiet environment of the embayment with their litter, their gasoline secretions, and their NOISE.

The PRIMARY CONCERN is the noise (day and night) that will be caused by the constant traffic influx/outflux (since this will be the only inlet/outlet) in order to get to the marina. The noise/traffic from this projected access road will directly affects my property in many ways and will forever change the quiet, peaceful lifestyle as it exists.

Many of these boats will be high-powered under-muffled "bass boats" that are likely to increase the ambient noise level significantly. Has the ambient noise impact on neighboring private property in the area of the proposed development been studied by a qualified engineer? If so, what were the results of the study?

Security Concerns

The developer didn't have any method or offer any comments on the security of the proposed development.

will allow virtually hundreds of strangers easy access to our backyards during evening hours. there are several summer camps which are uninhabited for much of the time. Our homes would become extremely vulnerable to break-ins and potential vandalism from the multiple campers.

potential for forest fires caused by careless campers - people would be spending the evening hours around camp fires. This leaves us with an uneasy feeling as to the safety of our homes.

I have raised four children and I know that when a group of teenagers are camping they do things that they would normally never do when they were alone. I am really concerned with this happening during the evening way out here in the boonies.

Parks of this type, usually bring somewhat undesirable people, who have no respect for ownership and will most certainly increase the crime rate.

Increased potential for illegal and criminal activities.

The very real threat to the security and peace of mind of the hundreds of people who live on the Elk River. Those who will move away are people who now contribute to the economy of Rogersville and Lauderdale County.

I found out tonight that the proposed area is within the Rogersville Police jurisdiction. The 1 Sheriff's Deputy for the 1/3rd Eastern part of Lauderdale County is correct.

He will not have a controlled gate in and out of the park, He will not have any private security at all!

You should also note that the "meth" labs I mentioned in my letter and at the meeting are verifiably true.

Now how in the world could anyone at TVA allow someone build a "shanty town" campsite community with no security whatever in among all these 100's of residences?

Even though it may be in the Rogersville Police jurisdiction, that does not mean they will patrol the area. In fact, they won't. I have lived in my community for almost 30 years and I have not seen them in here more than a couple of times. They spend all their time on Hwy 72 giving traffic tickets. Except for Killen, Rogersville has the reputation of the biggest speed trap in North Alabama. An example of the fact that Rogersville PD wont do anything: My neighbors home and my home were broken into by someone who broke windows to get in. Long story short, when I called to report it the Rogersville Police did not come out. It was the Sheriff's department and it was at least two hours when they finally came. And the deputy did nothing but a report so I'd have it for my insurance. Neither the Rogersville Police nor the Sheriff's office will patrol that isolate! d campground. IT WILL BECOME A HAVEN FOR DRUG DEALERS, DRUNKS, AND THIEVES. PLEASE DON'T TURN THEM LOOSE IN OUR NEIGHBORHOODS.

Theft of property from local boathouses and homes will increase. We have two Neighborhood Watch Programs and a Lake Watch Program in this area. These programs can't protect us. We have been extremely fortunate that the crime rate here is fairly low. PLEASE DO NOT ALLOW THIS PROJECT; WE WILL HAVE THIEVERY HERE, NO DOUBT. DON'T TURN THESE PEOPLE LOSE IN OUR NEIGHBORHOODS.

Lauderdale County is a "dry" county. This area, as a campsite, marina, and cabins, will certainly bring in alcohol and the related crimes. (DUI in both cars and boats, and all the

related criminal activity that comes with alcohol) With private ownership, there will be no police protection. At least at the state parks, they have police and park rangers to make sure that the drunks don't get out of hand. There will be no one to stop the drunks from driving in and out of the campsite and no police to keep the drunks off the river. This will wind up killing some people. Most likely, it will be a kid in the neighborhood where they go to and from the camp.

Drug activity - Cabins and campsites will turn into "meth" labs. (IE Cabin # 12 at Joe Wheeler Park at Wheeler Dam, Camper at Rockpile Campsite Area at Wilson Dam, Waterloo Campsites. In the recent past, "meth" makers and distributors have been caught in cabins and campers in parks that have police. At Joe Wheeler Park, # 12 cabin was used as a meth lab. They got caught only because they have park rangers and police. This park won't have any protection. Same thing happened in a camper in TVA Camping area at "Rockpile Fishing Area". AND THIS HAPPENED EVEN WITH TVA POLICE PATROLLING THE AREA ON A REGULAR BASIS.

there is only one Alabama Marine Policeman for the whole area of Wilson and Wheeler Lakes.

there have been several incidents of drug deals, alcohol use, sexual relations and littering at the boat ramp. TVA nor Rogersville have cut the grass or picked up the garbage this year. There is no lighting at this boat ramp, so it is easy for mischief to go on, especially at night.

I was sad to hear that Doss turned down the \$5K offer to withdraw his proposal. That tells you how much he cares about his neighbors and how much he'll care when he puts that eyesore of a campsite in. It'll be a rundown, camper/mobile home park such as the one on South Sauty over on Lake Guntersville. And believe me, it is a mess with a den of thieves. Some relatives over there say that almost every house and boathouse within 3 to 5 miles of that den of thieves has been broken into. And it is just like we are here. They are too far out to get any police to patrol or even show up when they have the thieves on the property. One home called 911 while the intruders were in the house, but the cops didn't show until the people had long gone. They never caught them. No one can prove where the thieves came from, but it's proof enough for me that crime is rampant over there within hear shot of the campsites.

lack of adequate police presence to police this marina if approved,

Increased traffic at Barnett Landing creating more instances of loitering. We just recently had our garage broken into and a 4-wheeler stolen as well as a theft attempt into the cabin.

Anytime you have a recreational area like that it attracts not only positive but also negative attention such things as alcohol, drugs and the crimes that go with them. Is the Lauderdale County Law Enforcement willing to put on the extra help to take care of this problem?

Property Access/Property Values

our home is one of the last ones located on Lakeview Drive which abuts the TVA land. There is a five foot strip of land owned by Bill Wright that blocks public access to the TVA land from Lakeview Drive.

Potential reduction in land value to local residence.

Lastly, brings the issue of property value. If this proposal were to come to fruition it would definitely have an impact on the value of property in this area. If this land were to be developed for the aforementioned purpose, we would be forced to look for other property for our retirement home. Having a restaurant and campsite in what would virtually be our side yard would have a definite impact on our ability to sell our property for a fair market price.

The access road that will cut is off Barnett's Road. The access property is approximately 200 feet wide and 360 feet deep before it joins TVA property. My Property is the same width and length and directly joins this access property on the North side. The entire West side of my property (200 feet wide) directly joins the TVA property (the area that the access road will be continued on through until it reaches the projected marina/campground site)..the beginning of the access road will start off Barnett Road on the North side of the developer's 200 foot-wide property, leaving an approximate 140-foot land barrier between the entire length of this access road and my property. The developer's promise to plant additional trees as a barrier is a SECONDARY CONCERN.

The inclusion of the RV Park has the potential to reduce our property values. Several residents recently visited privately operated RV parks located in the area and have discovered that they have evolved into permanent home sites for most of the occupants. The accumulation of personal property scattered within these parks presents a very unattractive setting for visitors and local residents.

Land Use

I was also disturbed to learn that if the easement is granted one person would have total control over who gets to use the land. As it is, the public has a right to hike, hunt, fish, and even camp out on the property. If he is granted this easement, the number of people will be limited by Mr. Doss.

With land across the river going for a record \$1700 a foot on the water, why does this man get an easement for the use of this much property without having to purchase it as other developers have to do. He will profit from this land for at least forty years without having to lay out the initial cost for the purchase of the land. I don't understand how easements work. How can public land be taken and used for the enrichment of one person while denying free use of it to the public? I have seen many easements granted for environmental purposes, but there is no profit margin in those cases.

By the way, if this is on TVA property, what is an individual doing getting access to same property? Does that mean each of us up and down the Elk can bid to run a business of any kind?

Even though TVA has zoned this parcel of land for commercial recreation it is located in the middle of a residential area. There are permanent homes on each side.

North Alabama faces intense development, and each year hundreds of acres of farmland and forests are lost. The result is a degradation of watersheds, allowing for increased pollution of ever important water supplies.

Proposed Elk River Resort

The proposed development at Barnett's Landing will be a disaster for one of the last undeveloped areas on the Elk River. It will create extensive environmental damage and alteration resulting in a even more degraded watershed. This area should be left as one of the last vestiges of undeveloped land on the river.

Potential for poor quality trailers, used as a permanent/long term residence.

The TVA Management Plan is outdated and does not reflect the current need or desires of the local population. Since the plans "Study Phase" was begun, there has been a proliferation of facilities on the Elk River and Tennessee River.

TVA should consider updating the plan to delete the classification "Commercial Recreation from Tract 21 and limit Tract 21 to visual management.

If granted and it's for 30 years, what happens after the end of the 30 year period? Does it go abandoned, must it be torn down, can the easement be extended?

My concern is if granted and five years from now it goes out of business, what happens? My apologies for ranting and thanks for your time.

My husband, William P. Wright, bought land that adjoins the proposed development at a TVA auction over fifty years ago, with the promise and the expectation that the land retained by TVA would remain in its natural state

That land is the only undeveloped land left between the Tennessee River and the Elk River Bridge on the Lauderdale County side, and is appreciated and enjoyed by a great many people who use the river.

The taxpayers paid for the impoundment and any development should be carefully screened for environmental impact and overall health of the reservoir.

I'm extremely concerned that there may be avenues where our natural resources can turn into Commercial development.

In the past, it seems that when requests for this type operation is not policed and the next thing you know the area is in need of repair and the owner is not forced to make the necessary repairs. A good example of this is the old Lucy's Branch complex. The marina there is open at times and closed at other times and is definitely in need of repair.

Since it appears that the tract is currently allocated for Commercial Recreation I see no reason why Mr. Doss's request should not be granted subject to the normal TVA restrictions.

There are just TOO MANY PEOPLE. There are almost 50 homes just in my neighborhood and its all north of the proposed site. North of me, there is a home on every lot next to the river. Anderson Creek that runs into Elk River just north of the Hwy 72 Bridge has been developed just in the last few years. From here to Tennessee, Elk River is simply covered up. It has too much pressure already.

This will be a privately owned business that will rent to anyone. Other private camping areas have developed into nothing more than "Shanty Towns". What happens is that the owner of the cabins and campsites get into financial trouble and in the so-called "off season" has to reduce prices and rent for longer periods of time. They wind up with migrant workers, vagrants, and generally undesirables. For instance, there is a private campsite and marina on South Sauty on Lake Gunter'sville. It turned into a low rent camper/mobile home park. They currently have homes being broken into all around it. The police are so far away, they are never around. It will be the same here. How can TVA be assured this won't happen here?

This land should be left alone for all to enjoy and the wildlife to abound. This is the only expanse of land undeveloped on Elk River on the Lauderdale county side. This land is a natural refuge only accessible by boat or foot.

How does this proposed development fit into TVA's master plan for river development?

What are the provisions for restoration at the end of this lease?

TVA has not shown how Mr. Doss' proposed development is integrated into a master plan for development while maintaining a healthy river. Does a river development plan exist? If a river development plan exist how can it be accessed?

If the proposed marina does not survive from a financial standpoint, we will be left with a desolate eyesore as compared to a now scenic recreational waterway.

When will TVA stop selling our natural environment to the highest bidder? Why do we need three marinas within such a short distance of each other?

Further, it unfairly allocates public lands to support a private venture and should be rejected.

No trade-off study shows that this facility (if a market for this service exists) in private hands meets a need of significant community benefit to deprive the public of the use of and access to recreational public lands.

Will publicly owned TVA land be turned over for private use and abuse? Land adjoining Track #21 is currently for sale. Could the purchaser of this land obtain river access via this easement?

This prime waterfront property is currently accessible to all citizens for recreational use free of charge. The private development of this property for profit will restrict access to the land and the large waterway engulfed by the marina to only those people that choose to pay for boat storage or camping. This does not seem very equitable to the general tax paying public who's tax dollars paid for this land and waterway. Restricting public property for private profits does not serve the interests of the tax paying citizens. We believe that private developers should pay for land used in the developments and should not be subsidized with public land that was purchased with Federal tax dollars.

Furthermore, the sale or lease of land by TVA to any private company or individual should not be possible or allowed. (Comment by: Bob Blanks)

Proposed Elk River Resort

This project should never be allowed to be placed in the middle of these residential neighborhoods.

A safety concern exists due to people coming into the marina/campground being able to stop/walk along the inlet road wandering off the road, into the natural habitat, allowing them to wander onto my property.

TVA has long been viewed as stewards of our shorelines by the people in our area, I built my home here because of its proximity to the TVA land, thinking that I would not have to worry about any development in that area. Now I feel betrayed that TVA is considering leasing this land to someone for development.

I understand that the TVA Board of Directors consists only of 2 members at this time instead of the normal 9 members. I would that an issue of this importance would not be decided by only 2 board members.

The property in question is the last parcel of undeveloped shoreline on the west bank of the lower Elk River. When I purchased my property, our sales agent contacted TVA and confirmed that the parcel in question was classified as recreational only.

TVA arbitrarily reclassified the property as recreation/commercial. I feel reclassification and the approval of this easement represents a violation of the trust between TVA and the public.

If TVA wished to dispose of this property, I would suggest that you exercise your power and reclassify the property to residential then using a public auction. TVA could generate a significant income. Developed shoreline, immediately across the river is currently selling for 1,700 per foot. Also, extending residential development along the Elk river would be more acceptable to local residents.

What I have observed from other type facilities like this in the area is that they eventually become permanent residence for mostly low-income/transient families. We need to preserve the areas for non-development on the Elk River

we need to promote development and use of existing developed areas before allowing new areas to be opened (bridge at Elk River - State-owned property, etc.)

what benefit does TVA receive for lease of the property versus allowing it remain as it is?

so-called marina you are planning to let Gilbert Doss have to ruin 92 acres of public land on Elk River,

There are 100's of homes around it that don't want that marina. We own it too, you know. I don't care what your reports and studies say.

Some moron at TVA changed the classification of that land and therefore lied to the many people they had told that the 92 acres would not be developed and remain a pristine wetland.

What will it cost TVA to put the property back like it was? I believe the future problems for TVA and cost of cleaning up his mess will be much more than TVA will ever get in revenue. He won't have any profits, that is unless he rents those campsites by the week or month in the off season to Meth dealers and thieves. There is a proven history of private campsites doing this to stay afloat. Even the State does it, but they have their own cops to patrol the area. No matter, there are two cases that I know of in the recent past where meth dealers have been caught on government controlled recreational property. There won't be anybody to catch them on Doss's 91 acres.....

If I understand correctly, the basic duties of TVA are to provide citizens inexpensive power, access to public lands for recreation, and to conserve our wonderful natural resources. I know its duties entail much more than the aforementioned; however, the basic tenets of responsibility are covered in these three areas. We currently have three private developments along the Elk River system. This will surely impact wildlife diversity, water and soil quality, and general river traffic. With the value of riverfront property increasing day by day there will surely be more private endeavors in the future. TVA may be the last stronghold for undisturbed and unaltered river landscape left. These areas scattered throughout our river system provide invaluable buffer zones between private developments. If these few remaining areas are given up for lease and development, the plant and animal diversity will surely suffer. Please give strong consideration to vetoing this project. I know money is an important issue; however, preserving as much of the remaining habitat that is directly under your control is essential to the survival of our ecosystem.

Other

First impressions are important and the first impression that this has created both in my mind and in the minds of my neighbors is that TVA is trying to by pass the citizens and railroad this shaky proposal through to completion. So automatically by default you have raised the suspicions of the people most affected by the marina project.

TVA could do better by the residents by clearing up the debris in the river.

I was not convinced with his denial about docking his barge at the site. Even though he has nothing about that in his existing plans, it's a definite possibility in the future once he has control of the land.

I have watched with increasing sorrow as this beautiful river fills up with silt and trash and while such blights as the granary (now defunct) are given permission to further maim the river.

That guy that tried to make a point about the employment of a whole 12 people is a tax accountant in Rogersville with other business interest. He does not live on the water and he, mistakenly, would trade the security for all of my neighbors for a few part time jobs.

The one other guy that was for it. The man that asked where there was a marina. and lied about how long it takes to get to 1st Creek has a personal interest too. I wouldn't be at all surprised, I don't have proof, but I'll bet you that he is behind Doss on this deal so he can use that marina for the people he is selling houses to on the other side of the

river. That's got to be his interest in this deal. He wants another way to line his pockets.

After hearing what Mr. Doss had to say (and the only two people for it being those two as described above), it is obvious that they are not doing this for anybody but themselves. Is TVA going to allow a monstrosity like this deal to go thru when the vast, vast majority of people are against it and the only thing Doss, Christopher, and the accountant see are \$ signs. They are not interested in our community. This is certainly not in the Elk River community's interest.

I hope this project is not one of those that is already going to happen no matter what the public wants.

This business will struggle to make money and will not have any money for private security. (For example, the restaurant/Marina in McFarland Park has struggled from the beginning. The Harbor has changed hands; the Restaurant has failed under different owners/renters. There will be no money for private security.

I would like to quote from the TVA Act of date, it says in part:

To improve the navigability and to provide for the flood control of the Tennessee River, to provide for "reforestation: and the "proper" use of marginal lands in the Tennessee Valley, to provide for the agricultural and industrial development of said valley.

I find no correlation from the TVA document as to where adding this marina is of any Benefit to anyone with the possible exception of the marina proprietor and perhaps a small influx of revenue to the township of Rogersville. It bears to ask the question of

What price has to be paid environmental and ecologically? Reforestation, I beg to differ, old growth timberland will be removed putting additional pressure on wildlife in the area. Proper use of marginal lands, Hardly, Marinas, it is know however will be policed to produce discarded trash from irresponsible boat operators and users of recreational vehicles and well as fuel spillages. To provide for the agricultural and industrial development of said valley.. Please explain to me how this marina is to benefit the agricultural community. Human waste generated from the marina, campsites, cabins' leeching into a low lying water shed is not what I consider agricultural development, I think not, this proposed marina is a pure commercial venture with the design of generating financial capitol for the proprietor, leaving community to bear the burden of The degradation of its land and waterways.

Quality - There is real concern for the quality of what will come if the lease is approved. Obviously nice families with a decent desire to enjoy the wonderful natural atmosphere of the river with TVA has provided will not trundle down the poor country roads to "Bubba' Meth-lab Acres". but will continue on a few minutes to the clean facilities at the State Park. Anyone who has lived in the rural South knows exactly what private RV parks become. If your board approves this lease, it will be providing a very convenient venue for very unruly elements. The trash in the river will greatly increase, not mention the litter and noise on the roads. We will see the drug busts on the evening news. I hope that the community of Rogersville is willing to take on the extra policing responsibilities which will certainly come. Rogersville will also certainly suffer

economically as this element, now largely absent from the community, makes the area repugnant to tax-paying citizens.

Public Responsibility of TVA - The fishermen at the meeting attested to the fact that this shoreline and the slough it contains provide some of the best sport fishing on the River. The proposed marina, dredging, and development would, of course, ruin the natural beauty for the fishermen and may change the habitat of the fish. The land itself has an old logging trail on it and is often used by the public for delightful nature walks. Facilitation healthy outdoor activities is exactly what TVA should do in its role as a public trustee of valuable natural land. Approving this lease will do just the opposite. now, Especially with the Pointe across the river, this land comprises one of the largest and prettiest pieces of natural shoreline left on the lower Elk. TVA has a public responsibility to be very careful about what it does with it. Approving a plan for a RV park from an applicant who publicly calls himself "Bubba" should certainly raise suspicions.

Finances - If land on the west shore of the Elk now sells for between \$600 and \$1000 a running foot (The Pointe asks about double that), the property in question is conservatively worth between three and five million dollars. At five percent, the annual mortgage interest on such a sum would fall between \$150,000 and \$250,000. Since rents are higher than mortgage interest, we assume TVA is entitled to a lease payment well in excess of these figures for the 91 acres. Again, suspicions are raised. A microwave restaurant, unneeded marina, and RV park will find it difficult to be financially profitable on such expensive land. Either MR. Doss has something else up his sleeve or TVA will provide him the land at a low lease payment and thereby violate its responsibility to the public trust.

Elevated bodily injury and property damage and environmental systems

The number of proposed cabins and campsites to be constructed in this development has not been specified. The question then arose are these recreational campsites or extended habitation (residential) sites. It was noted that the TVA land was classified recreational commercial (not residential); although some of the sites would be for monthly occupancy. Note: Government operated campgrounds restrict occupancy to two weeks and prohibit campsite structures to preserve the recreational nature of the campground and its appearance; a restriction that will not necessarily be placed on these campsites.

so-called marina you are planning to let Gilbert Doss have to ruin 92 acres of public land on Elk River,

There are 100's of homes around it that don't want that marina. We own it too, you know. I don't care what your reports and studies say.

Some moron at TVA changed the classification of that land and therefore lied to the many people they had told that the 92 acres would not be developed and remain a pristine wetland.

What will it cost TVA to put the property back like it was? I believe the future problems for TVA and cost of cleaning up his mess will be much more than TVA will ever get in revenue. He won't have any profits, that is unless he rents those campsites by the week

or month in the off season to Meth dealers and thieves. There is a proven history of private campsites doing this to stay afloat. Even the State does it, but they have their own cops to patrol the area. No matter, there are two cases that I know of in the recent past where meth dealers have been caught on government controlled recreational property. There won't be anybody to catch them on Doss's 91 acres.

If I understand correctly, the basic duties of TVA are to provide citizens inexpensive power, access to public lands for recreation, and to conserve our wonderful natural resources. I know its duties entail much more than the aforementioned; however, the basic tenets of responsibility are covered in these three areas. We currently have three private developments along the Elk River system. This will surely impact wildlife diversity, water and soil quality, and general river traffic. With the value of riverfront property increasing day by day there will surely be more private endeavors in the future. TVA may be the last stronghold for undisturbed and unaltered river landscape left. These areas scattered throughout our river system provide invaluable buffer zones between private developments. If these few remaining areas are given up for lease and development, the plant and animal diversity will surely suffer. Please give strong consideration to vetoing this project. I know money is an important issue; however, preserving as much of the remaining habitat that is directly under your control is essential to the survival of our ecosystem.

In Exhibit-D the applicant provides a cross-section of a proposed 48" diameter drainage culvert for the proposed access road. If this diagram is accurate and to scale, then it appears that the hydraulic drainage cross sectional area is being reduced from approximately 32 square feet to approximately 12.5 square feet. That is a very substantial reduction. Will this reduced cross-section be capable of accommodating expected maximum drainage volume over the next thirty years? Were any calculations by a qualified engineer made to support the selection of a 48" culvert? If so, what are the details. What is the design basis for the selection of a 48" diameter culvert?

Also, in the provided documentation it suggests that a 48" culvert will convey the water from an un-named tributary underneath the proposed road. I find it hard to believe, based on the quad maps that this pipe has been adequately sized and would like to be better informed of who is the controlling/governing agency for the road once it leaves CR-77.

the culverts are too small to hold back flooded streams,

In view of the possible adverse impacts on adjacent property and residences due to noise and wake effects, the scope of analysis for this project should include near shoreline areas and uplands within at least several hundred to one thousand yards of the proposed project.

On the TVA website TVA recommends ways to care for the environment on and around the river. I do not understand how you can be so contradictory of yourselves. In my opinion, this marina project goes against what TVA is putting on their website in trying to preserve the environment. According to your website, "TVA is committed to protecting the environmental resources of the valley." This one statement speaks volumes. The approval that TVA has given for this marina project is exactly the opposite of what TVA is saying in that statement.

An additional issue: It is my understanding that TVA will now have to spend a considerable sum to remove the failed granary. As I recall, the people on Elk River begged TVA to not allow that project, but they did anyway. Thank the good Lord that it will take only money to remove that eyesore. BUT, bringing this to it's logical conclusion: If TVA allows Doss to ruin that 91 acres, and cut down the numerous trees that it will take to make room for cabins, septic tanks, field lines, roads, etc., then how will TVA replace those trees when he fails? The people on Elk River are upset enough about this that they will never use his marina. Unless there is another hidden agenda on his part to make money, he will eventually fail too because most of the local people won't support it.

Previous TVA Report

The findings from a previous TVA report on this tract of land have not been addressed.

A previous TVA report on this property found "Soil interpretation indicates that the site has highly erodible soils..."and "Removal of understory vegetation or tree canopy could have an impact on the erodible soils. Approved methods of checking soil erosion must be implemented if major development is considered on the tract." To my knowledge this activity has not been accomplished; although, trees and vegetation would have to be removed for this development. Also, the TVA report found that "Floating debris, carried by the Elk River, have been deposited at the back of the embayment. Because of the cover provided by sporadic colonization of submersed aquatic plants and debris, the cove offers good sport fishery habitat for crappie and largemouth bass." Again, to my knowledge the impact of dredging on aquatic and marine life due to riverbed modification and debris removal has not been evaluated. Further, the TVA report found "The area now receives moderate levels of informal recreational use, i.e., primitive camping, bank fishing, and some hunting." Also, to my knowledge no assessment has been made of current informal recreational activities in the proposal area.

I would also like to request a thorough review be conducted on the previous environmental document that was prepared to make sure all previous commitments within the document are being upheld.

Granary

When TVA requested input from concerned citizens about the granary that was eventually constructed with TVA's permission, we protested to no avail. Afterward, we endured a huge explosion and so much air pollution that river residents who had never experienced asthma or allergies developed them. Parts of the granary that burned have never been cleaned up. We who have homes on the river live with the ugly results, both to our health and to the esthetics of the river, of that clearly wrong TVA decision. The pollution and overcrowding of boats on the Elk River from an additional marina will be another lasting negative effect on this river. When the granary was being considered, TVA advised that the east side of the river up to the bridge was zoned as commercial. Since the granary was going to be built on the up-river side of the bridge, special permission had to be granted. Thus, input from the public was requested. At that time TVA stated that the west side of the river was for residential use only. Has that changed? Or is this another special permission grant that is being considered by TVA? With our residence in the Sugar Creek Embayment being about twelve miles up river from the proposed site, you might think that we would not have concerns about this marina.

We lost our fight against the granary proposal, and we're left with its ugly, nonproductive reminder.

A project gone bad (granary) at Anderson Creek and Elk River continues to be a navigational hazard and eyesore. The community never favored this project, and it failed as evidence today shows.

Alternatives

Have alternatives been explored?

What about turning this into a park or hiking trails for all Alabamians to use, not just a privileged few? The benefit of some forward thinking would outlast any short term gain.

Maybe TVA could give the land to the state? There is a severe lack of public land in Alabama, this could provide more river access for more citizens while at the same time preserving and enhancing the watershed.

This project will not have a positive impact on the Elk River Community.

Additionally, I suggest that if there is truly an interest in what I or other have to say about the environment, I suggest that you take a boat ride up the Elk river towards Elkmont Alabama. Look at the difference between what has happened and is about to happen to the area nearest hwy 72 and the Tenn. River. Look at the environment. Look, hear and experience what is still alive as an example as to what will continue to die due to consideration of such requests from the Commercial easements that the Bubba's request.

The proposal is at best sketchy, lacking virtually all of the details that would identify the true impact on the community, environment and Elk River.

A market survey is not available to determine a need for this type facility in the community.

No trade-off study shows that this facility (if a market for this service exists) in private hands meets a need of significant community benefit to deprive the public of the use of and access to recreational public lands.

Absence of definition about the number of boats that this proposed development would bring to the Elk River inhibits full assessment of increased river traffic; however, these boats must be added to the boats berthed at the one hundred plus slip marina being constructed across the Elk River at The Pointe. If the combined marinas only add two hundred additional vessels in the mouth of the Elk River, safety, environmental and water quality impact will be horrendous!

Why dredge for a new facility when there is an existing slough on the limestone county side of the Elk River? This facility already exists and has immediate access to highway 72? Why hasn't Mr. Doss explored an easement or lease with the state of Alabama to develop this property? It would be far less expensive and far less damaging to the environment to revamp and develop an existing marina/port than to create a new and unnecessary one. It is also worth noting that this state property is literally on the same

side of the river at the navigation channel and there far less likely to experience low water problems in the winter and spring than the proposed Barnett road site.

The development is completely unnecessary as there are far better alternatives that should be considered first that will be far more affordable and far less negative impacts. The argument that there is no public access to the Elk River is absolutely absurd. There are two properties on the Elk River at the Highway 72 bridge that ARE public access. And with far better road access to boot. If TVA and the State feel that public access should be improved on the Elk River, the state property on the Limestone County side of the river is the most logical choice.

If Mr. Doss's project was limited to a marina/restaurant operation, and did not include the proposed RV park, many local residents would not find this proposal so objectionable.

In Support of Proposal

We live on the Tennessee River and certainly have no opposition to Mr. Doss preceding with his plans. We feel that this would be an asset to Rogersville and the surrounding area.

I think it would be a good thing . I'm from Rogersville we have Joe -Wheeler State Park but some people don't know about it. Elk River is (dead) on that side of Rogersville and think of the jobs it would bring.

I would like to add my support for the proposed marina and RV park in the Rogersville/Elk River area. I am a boater with a cruiser, a runabout, two jet skis plus a motor home. Those proposed facilities would provide many more opportunities for me and my family in both the RV and boating areas.

The facilities would be a great asset to the area by bringing in much needed revenue. I am aware of five marinas on Pickwick Lake with another one planned to be built in the near future. All of those are probably within a 10 mile radius of each other.

I am a member of four RV organizations all of which hold rallies all over the country. These rallies normally consist of 20 to 6,000 RVs. This translates into a lot of revenue and such could be true with the facilities planned for Elk River. I would love to host a rally in this area but there are no adequate facilities available.

I saw nothing in the negative comments made in the Times Daily on 25 July 05 that should even be considered in the decision process. We should not personal opinions stand in the way of progress for this area.

I applaud the efforts of Mr. Doss by wanting to build a first class facility on Elk River which will provide enormous benefits to the whole North Alabama Area.

Please help move this project forward quickly. Let me know if there is anything I can do to assist in providing Mr. Doss a 40 year easement on the property.

this email is to submit my opinion in favor of the proposed marina on Elk River. I read the negative comments and didn't find any basis to most of them. I've known Bubba Doss for a long time and have full confidence he would not go forward with anything that would have a negative impact on the river. Getting fuel has become a real problem in this area

with the lack of attendants at the only 2 facilities Bay Hill and Joe Wheeler. I personally waited around 2 hours the last time I filled my house boat and I spoke with an individual this weekend that just waited 2 hours. They only have help during peak times and use a radio to call someone down.

With the new development going in across the river from this proposed site there will be a real increased need for this marina. Thanks for allowing the public's input in this matter and good luck with the project.

Just to let you know I support the Marina project at Rogersville.

I am writing in regards to the request for a 40 year easement for the development of a commercial marina on the Elk River in Lauderdale County. My family owns a small business in Rogersville (Emma's Gifts) and we live within 1 mile of the proposed marina. We are excited about the prospect of a new marina, restaurant, and campground. Rogersville needs more jobs, more tourism, and a better economy. As business owners and residents of Rogersville, we want to see growth and a stimulated economy in our hometown. Many of the negative comments made about the proposal are from residents who already enjoy the recreational benefits of the river and don't want others to benefit. Please consider the generous request of Mr. Doss and listen to the residents of Rogersville who are progressive and open-minded about Rogersville growth.

I have heard of the marina project in Rogersville. I feel very positive about this project. As a council member of the town, I feel this would be a great boost to the development of the town. As a business owner, I feel this will draw more people to our community. And as a resident, I feel this will create jobs for the people of Rogersville.

Is the application for this marina on the TVA web site anywhere? I would be very interested in seeing this go ahead as slip space is limited on the west end of Wheeler Lake.

I would like to take this opportunity to tell you that I am very much in favor of the proposed development.

My husband and I live on Co Rd 605 (aka Lambs Ferry Rd). The back of our property lies adjacent to the above referenced TVA property near the South end of this property. I feel that this project would increase our property values as well as giving us access to the river. I feel that this property should be utilized and many people would benefit by having access to the water.

I have been employed in Rogersville for the past 35 years and my husband was in the retail grocery business for a number of years. So we know how the businesses in this town could benefit from a development such as this. We have a large number of people who have moved here from other areas and I believe this development would bring even more people to this area.

Please consider approving this for the benefit of the people of our area.

I have lived on the Tennessee River for seventeen years and have enjoyed it tremendously. However, only a very few have the opportunity to enjoy such an experience. Yes, I was at the meeting at the fire department. The only comments I'm

hearing since then, were negative regarding the opposition to the project. More than one person has told me they were disgusted with the opposition to the project. Some in attendance were so vocal you can why those for the project did not speak up (considering they were our neighbors).

I am for the project. I think it will be of great benefit to the general public. It will provide a much needed recreation outlet for persons in the TVA region, after all, the river is not for just a few land owners.

I am confident in the ability of the proprietor that is requesting the easement. I had never met him prior to the meeting. He has an excellent reputation in the community and considerable expertise in the area that will be required to develop the project. I was in the banking profession for thirty seven years and familiar with marina projects and Mr. Doss as a proprietor would rate higher than most commercial projects in the ability to develop and operate the facility.

I encourage you to approve this project. The area is ideal for this type development and this area will benefit tremendously in areas of recreation and a desirable place to visit and live.

I am a council member in Rogersville, Alabama. I am writing you concerning the development of the marina and campground on Elk River. This is a project that is really needed in our area. All of the marina's in our area are filled to capacity, with long waiting lists. I understand that there is some who oppose this project. Most of this opposition is for selfish reasons from people who are not looking out for the good of the entire area. I urge you to please do what is best for this area and follow through with this project. I support Bubba Doss one hundred percent.

As the commercial banker here in Rogersville, I am very familiar with Mr. Doss and several projects he has been involved with. Mr. Doss is very well respected in our community as a local entrepreneur and neighbor. I have had the pleasure of handling several projects for Mr. Doss and find his ability, follow through and promptness in these projects without question.

I am also the Fire Chief for the Town of Rogersville and the Rogersville Volunteer Fire Department. Our fire department recently constructed a new fire station very close to this proposed project. One of the reasons for building this new station was for future growth such as the development Mr. Doss is proposing to build. This project will now be adequately covered for fire protection by our new #2 fire station.

Also, Mr. Doss has served his community as a volunteer firefighter with our neighboring department in the past. His community involvement and spirit is without question.

In closing, I am very much in favor of the development as proposed by Mr. Doss. I believe the Tennessee Valley Authority and Mr. Doss as a partnership will be a win - win for our community.

Please approve this development for Mr. Doss and the Rogersville Community.

Consider my comments a YES vote for the proposed project.

I feel that the project would be a very sound use of the land, in the fact that it has virtually no access now and with the development of the land in the manner described, it would lend it to be accessible by the general public thru the use of the nature trails to be developed and the availability of both camping use and day use by the local residents.

I feel that the economic impact to the Rogersville area would not only benefit Mr. Doss, but bring in both much needed revenue and tax dollars to the local area. Revenue will be generated both by visitors to our community spending their dollars to camp etc., as well as shop with our local merchants, dine in our local restaurants and purchase fuel at our filling stations.

I feel that the new opportunities for employment in the Rogersville area will greatly enhance the growth to both the local job base and the economy. More jobs are desperately needed in the area. Let's work together to keep our families together in the area and not force our young adults to leave Rogersville in search of employment.

I see much of the opposition, not considering the benefits, but looking at only the personal benefit they might have of themselves by having more traffic in the area or opening up a dead end street.

Many of those same people suggest that the marina project would cause more boats on the river. They must not have a clue! The same number of boats would still be on the river, they might just possibly be repositioned. How anyone could possibly believe that this type facility would cause more boats on the river is beyond my comprehension.

I am very supportive of the proposed Marina and RV park project on Elk River.

There is a tremendous need for marina slips in the area. I checked with Joe Wheeler Marina this morning. There are 86 on the waiting list. Most of these people will never be able to rent a slip unless additional ones are built.

I am a boater on the Wheeler lake area and I am excited to hear that someone is interested in developing a marina in a protected harbor. I am also interested in finding a slip in this area for my boat. Hopefully Mr. Doss's plans would include slip for the larger boats 40' – 80'.

I would like again to offer my support for this project as proposed by Mr. Gilbert Bubba Doss. The facilities that Mr. Doss is proposing are really needed on Elk River to accommodate the ever increasing boat and recreational vehicle traffic. I have known Mr. Doss for 18 years and he has a reputation for building first class facilities that would be a tremendous asset to Alabama. I am both a boat owner (99-36 ft Aft Cabin Carver and a 2004 Airstream Motorhome) and I would like to utilize facilities that he is proposing to build. Please approve his request as it is in the best interests of the travelers throughout the US.