APPENDIX F

PUBLIC INVOLVEMENT

NORFOLK HARBOR AND CHANNELS, VIRGINIA

LONG-TERM DISPOSAL (INNER HARBOR)

US Army Corps
Of Engineers

Norfolk District
June 1990

Draft Information Report

INTRODUCTION

This appendix contains three sections:

(1) A copy of the transcript of the public hearing held on 6 August 1987 with a synopsis of the letters submitted and the speaker's presentations,

(2) pertinent correspondence, and

(3) newspaper clippings pertaining to the study.

SECTION 1 *PUBLIC HEARING TRANSCRIPT AND SYNOPSIS*

SECTION 2 *PERTINENT CORRESPONDENCE*

SECTION 3 *NEWSPAPER CLIPPINGS*

SECTION 1

PUBLIC HEARING TRANSCRIPT AND SYNOPSIS

SUMMARY OF SPEAKERS' REMARKS
6 AUGUST 1987
PUBLIC HEARING - CRANEY ISLAND LONG-TERM DISPOSAL

SPEAKER	INTEREST REPRESENTED	REMARKS
James W. Holley, III	Mayor, Portsmouth, Virginia	Opposes the expansion of Craney Island and feels that expanding the disposal site will decrease property values.
Joseph J. Thomas	Colonel, Corps of Engineer, Norfolk District	Welcomes those in attendance. Emphasizes the fact-gathering nature of the hearing and outlines the results of the Corps' work on the project to date.
James W. Holley, III	Mayor, Portsmouth, Virginia	Reiterates Portsmouth's opposition to the expansion of Craney Island, especially westward.
Joseph J. Thomas	Colonel, Corps of Engineer, Norfolk District	Introduces Roland Culpepper, Chief of the Planning Division, Norfolk District. Turns the meeting over to Mr. Culpepper.
Roland W. Culpepper	Chief, Planning Division, Norfolk District Corps of Engineers	Asks those wishing to speak to clearly state the name and who they represent. Introduces the first speaker and each one thereafter.
R. Lawrence Howes	Chairman, Craney Island Study Commission for the City of Portsmouth	Outlines the reason the committee was formed and its responsibilities. States that the committee supports the resolution read into the record by the mayor, and that they feel there are viable alternatives to the expansion of Craney Island. Wants an economic study that looks beyond the cost to the Corps.

Jack Barnes	Councilman, City of Portsmouth	Portsmouth has fought the project since the 1960's. Strong positions have been taken but not heeded. States greater benefits will accrue if Craney Island is not expanded but developed. States that Portsmouth is unable to tax 60% of its real estate and needs to develop Craney Island and increase the tax base.
J. Robert Gray	Councilman, City of Portsmouth	Opposes the continued expansion of Craney Island as the city needs to increase its tax base and development of Craney would allow this. Urges the Corps to look for alternatives.
Steven R. Hunley	City of Newport News, Virginia	Encourages the Corps to consider Hampton Flats as an alternate site. Wants the Corps to use a three-dimensional model of the harbor when making a decision. States that dredged material belongs to the public and should be used beneficially if at all possible.
W. Douglass Caskey	Director of Development, Suffolk, Virginia	Attending the hearing at the direction of John Rowe, Suffolk City Manger. Reads into the record a letter sent to the District Engineer dated July 17, 1987 opposing the use of any land within its borders as a disposal site.
Sandy Whitley	Representative of Isls of Wight County Administrator and Board of Supervisors	Isle of Wight is concerned that Ragged Island is under consideration as a disposal site. On July 30, 1987 the Board of Supervisors voted unanimously to strongly object to this proposal. The county's Wetlands Board has also voted its objection.

J. Douglas Powell	Chairman, Portsmouth Planning Commission	Reads into the record the Commission's resolution opposing any elevation or expansion of Craney Island. Requests background studies be completed by various public agencies which would address environmental issues and the feasibility of developing the area. Some possible uses of the area would provide jobs and benefits to neighborhoods in the immediate vicinity.
Patricia A. Jackson	Lower James River Association, an environmental group with 800+ members	Wants to preserve scenic, environmental, historic, and recreational characteristics of the tidal portion of the lower James. Concerned about adverse environmental impacts on Ragged Island and New Port Island caused by the continued use of the disposal site.
George H. Curtis, III	Vice President of Engineering and Facilities for Norfolk Shipbuilding and Drydock Corp.	It is vital to the 3,400 employees of Norshipco that dredging be done around the company's piers and under the floating drydocksdue to the business brought in by U.S. Navy and various commercial interests. Without this dredging, Norshipco's employess would be out of work. Long-term studies are needed to determine the most economic disposal sites and to find ways to minimize adverse environmental impacts.
Voice from the Audience		"Why don't you put it in your backyard and John Roper's backyard?"
Robert H. Barnes	Merrifields Civic League, Portsmouth, Virginia	Urges the Corps to consider other areas as disposal sites. Does not recommend expansion of the site. Allowing disposal of one type of material may lead to the disposal of other materials. The area should

		become a tax-generating one that Portsmouth can be proud of.
Earnest A. Morgan	Ocean View Coordination Committee	Norfolk beaches have recently received 800,000 cubic yards of useable sand from various dredging projects. More is needed for the 7-1/2 miles of beach. Dredged material must be placed somewhere but it would be intolerable to put anything but suitable sand along the oceanfront. Urges the government to find another solution to this problem.
Wayne Brown	Cottage Lane Civic League	This Ocean View neighborhood in Norfolk, located near the spoil site on the Corps map, has undergone renovation recently. It has a viable beach. The civic league feels that it would be unfortunate to put anything but sand in the area. Urges Corps to look for alternatives that do not have "people-impacts."
Tracey Eanes	Espey, Huston and Associates, City of Hampton, Tom Daniels	This firm is conducting a study on shoreline processes for Hampton, Virginia. Reads into the record a statement from the City requesting negotiations be started for any portion of dredged material which would be suitable for nourishment purposes.
Robert T. Williams	Vice President, Goodman Segar Hogan Commerical Real Estate	Represents owners of a very large tract of land in Suffolk, Virginia slated for development. There are plans for 7,400 units of housing, a retail center, golf course, marina, conference center, hotels, and 2.5 million square feet of research and high-tech industrial development. The owners of this land strongly oppose the use of Craney Island as a disposal site.

Howard E. Kangas	Armstead Forest Civic League, Suffolk, Virginia	The civic league goes on record opposing the expansion of Craney Island as this would adversely impact natural drainage for the area. This drainage is dependent upon the waterways of Hoffler and Skeeter Creeks remaining open. The league also goes on record in support of their neighbors in Repass Beach who oppose the expansion of Craney Island. Submits signed petitions to the Corps.
Betty Jane Parker	Resident of River Shore Road, Portsmouth, Virginia	Speaker comes from Detroit, Michigan where only the very wealthy lived on waterfront property. She feels fortunate to be able to live on the water and wants her grandchildren to be able to enjoy this also. Asks the Corps to look elsewhere for a disposal site that will not hurt people financially or psychologically.
John Tuttle	River Shore Civic League, Portsmouth, Virginia	The league is/has been opposed to the use of Craney Island as a disposal site since 1970. The speaker outlines the history of the water-related recreational area west of the disposal site and reviews everything the league has done since 1970 related to Craney Island. Points out that not one elected official in Virginia has supported the enlargement of Craney Island.
Clarice C. Johnson	Resident of Repass Beach, Suffolk, Virginia	Four generations of speaker's family have lived in the home he now occupies at 5056 Bay Circle. The speaker has seen 50 feet of his beach and marshland change for the worse in the last 17 years. Cites San Francisco as a case where a landfill caused more problems than it solved. Discusses the importance of the port, economics, and the environment. Requests another public hearing where citizens can ask and receive answers to

		specific questions before the Corps makes the final recommendation on Craney Island.
Mrs. James C. Collier	Resident of Repass Beach, Suffolk, Virginia	Reads from remarks speaker has prepared for inclusion in the record of the public hearing. Feels the people in her area are primarily concerned with and opposed to the westward expansion of Craney Island. States that ocean disposal is the only viable solution to this long-term disposal problem.
Pat Swindell	Holly Acres/Repass Beach Civic League	The civic league objects to the westward expansion of Craney Island and does not consider it a workable solution. States various objections to the proposed expansion: property values would decrease, the environment would be harmed, etc. Suggests that the impact on people should be the primary factor when the decision is made.
Joseph J. Thomas	Colonel, Corps of Engineer, Norfolk District	Announces that half of the speakers have addressed the hearing and calls for a ten-minute recess.
Ten Minute Recess		
Roland W. Culpepper	Chief, Planning Division, Norfolk District Corps of Engineers	Calls the next speaker.
John W. Walker	East Ocean View/Little Creek Association, Norfolk, Virginia	Represents the residents of eastern two miles of the Norfolk-Chesapeake Bay waterfront. This area has been making a comeback in recent years. The speaker compares the continued use of Craney Island to a second-trimester abortion affecting his neighborhood. Urges the panel not to "abort" him.

David R. Tynch	Attorney with the firm Cooper and Davis, Portsmouth, Virginia	Speaker states he represents the River Shores Civic League of Portsmouth, Virginia. The league is opposed to further westward expansion of Craney Island. Describes the area and how the proposed expansion would impact his neighborhood. Speaker states property values would fall drastically, the view the residents of RIver Shores have paid for would be reduced to two stories of dirt and mud, and that the expansion would adversely affect air and water quality, wetlands, etc. States that his clients will exhaust all the legal remedies available to them to prevent the expansion of Craney Island.
Don W. Comer, Sr.	4627 River Shore Road Portsmouth, Virginia	Has lived at his current address over 20 years and has been concerned about the Craney Island Disposal Site for 17 years. Has not seen any benefit to himself, his neighbors, or the City due to the presence of the disposal site in all this time. Does not plan to surrender his position on this issue any time soon.
Tyree W. Kessler	4623 River Shore Road Portsmouth, Virginia	Reads a letter written to the Corps dated April 18, 1977 which states that disposal at sea is the only true long-term solution to the problem of the disposal of dredged material. Describes how the environment around his home has deteriorated over the last 10 years, and that he feels the value of his property has dropped 50%.
Billy Moore	President, Working Watermen's Association, Western Branch	Supports those trying to stop the expansion of Craney Island. States that prime fishing/crabbing areas are threatened by pollution, and states that destroyed areas do not "come back" after their

		destruction. Opposes any disposal area that could harm the Chesapeake Bay.
William E. Ashley, Jr.	Isaak Walton League, Suffolk-Nansemond Chapter	Reads a statement written by his Board of Directors and the members of his chapter. The Isaak Walton League has gone on record in 1977 and 1980 opposing the dumping of dredged materials from Norfolk Harbor anywhere in the City of Suffolk and have not changed this position. They are concerned about future groundwater contamination, the loss of timber lands, the destruction of wildlife habitats, and adverse impacts to fishing/crabbing areas. They support ocean dumping of dredged materials.
Walter S. Griggs	River Shore Civic League Portsmouth, Virginia	States that long-range solutions are needed beyond those offered by the use of Craney Island or any other disposal area (landfill). States that perhaps the Corps' position has changed since 1974 but isn't sure and that this public hearing may be "another sham." Wants to stop "rehashing the same old sites and using the well worn comments as to why things cannot be done." Supports ocean dumping as the only acceptable solution to this problem.
John Stone	Senior Vice President, Mary-view Hospital, Portsmouth Member of the Board of Directors of the Portsmouth Partnership (a coalition of 240 individuals, businesses and investors in Portsmouth)	The Portsmouth Partnership, by unanimous vote, opposes any plans to expand or prolong the use of the Craney Island Disposal Site. This coalition considers Craney Island vital to the economic well being of the City of Portsmouth. Speaker details many possible uses of the area if is it no longer used as a disposal site, Portsmouth's tax-base problems, etc. Urges the Corps to thoroughly study all possible alterntives to the continued use of Craney Island as a disposal site.

R. L. Truelove	4522 River Shore Road Portsmouth, Virginia	Presents a sample of sludge pumped the previous evening "over there" (no indication in the transcript of where "there" is located). States his opposition to the expansion of Craney Island. Concerned about the value of his property decreasing, the neighborhood being destroyed, the odors from the disposal site, mosquitos, ecology, crabbing, dust, etc. Complains about eight(teen?) wheel trucks exceeding the 25-m.p.h. posted speed limit.
Van Sumner	President and Administrator, Hampton Roads Airport, Chesapeake, Virginia	Reviews previous actions taken by the Corps. Asks that correspondence presented to the Corps in 1980 be entered as part of the airport's objections at this hearing. States that the airport was overlooked in the 1980 study. Presents displays originally shown in 1980 and now updated that show the site of the airport, the landfill, and the airport master plan that was approved by the Virginia Department of Aviation and the Federal Aviation Administration. Reviews FAA regulations regarding the proximity of flocks of birds to airports and explains the danger. Describes the exhibits brought to the hearing.
Peter Eustis	4753 River Shore Road Portsmouth, Virginia	Supports the deepening of channels in Hampton Roads. Discusses the Corps' study objectives and funding restrictions and their adverse impact on long-term planning. Discusses the many assets of living in Hampton Roads. Considers the environment a delicately balanced and easily upset ecosystem. Asks the Corps to complete a very thorough study that considers the environmental, economic, and social costs of all possible alternatives to the continued use of Craney Island.

		Requests serious consideration be given to ocean disposal.
Charlotte Tuttle	4751 River Shore Road Portsmouth, Virginia	Reads into the record a letter from William S. Moore, 79th District, Virginia House of Delegates. The letter states the delegate's opposition to the expansion and prolonged use of Craney Island as a disposal site. He asks the Corps to keep him informed on this issue.
Richard Wood, Jr.	Chairman, Portsmouth Chamber of Commerce	The 3,000 members of the Hampton Roads Chamber of Commerce-Portsmouth goes on record opposing the expansion of Craney Island. The chamber supports the use of Craney Island as a taxable light industrial area and recreational space to be used by the citizens of Portsmouth, and is opposed to any use that would have a negative impact on those living near the area.
John Hollowell	4745 River Shore Road Portsmouth, Virginia Member, Craney Island Study Commission of Portsmouth	Strongly opposes any expansion of Craney Island and specifically any westward expansion. Reviews past public hearings, the results of older studies, and traditional opposition to this site. As a member of Portsmouth's Study Committee, the speaker says he understands the issues involved in this process. He points out that while many objections have been made to various solutions to this problem, no one has stated any objection to the use of ocean disposal.
Arthur A. Kirk	4762 River Shore Road Portsmouth, Virginia	Speaker has supported ocean dumping for "20 or 30 years" and thinks the main reason people live here is to be near the water. States that the water is the only advantage to living in this area, and

		suggests that building an artificial island in the ocean with dredged material is an idea that would be good for the area as a whole.
Louie Askew	4705 River Shore Road Portsmouth, Virginia	"I don't want to speak."
Joseph J. Thomas	Colonel, Corps of Engineer, Norfolk District	Planned to make a speech and leave before being pelted with tomatoes. Thinks Dr. Kirk (previous speaker) made some interesting statements. Decided to come to the hearing even though he could have chosen to be represented by staff and read the transcript, but came as he is new to the area and wanted to hear what the people had to say on this subject. Explains that whatever decision is made it must be acceptable to the Commonwealth and must be environmentally, economically, and socially acceptable. States that some solutions are obviously better than others, but the study must be done to prove to everyone that every alternative has been fully considered. Feels those attending the hearing are far more patient than he, and hopes to get a final decision on Craney Island before his tour is over. States his appreciation to everyone for coming to the hearing, and that he has learned a great deal. Promises to keep everyone informed of the progress of the study.

Various letters are read into the record of the public hearing.

James K. Brookshire, Jr.	Executive Director, Chesapeake Bay Bridge-Tunnel Commission	Reviews information on the use of the tunnel area as a disposal site. The tunnel commission is very concerned about possible hazards to the tunnel if this occurs. Outlines the tunnel's history of collisions and the closures that resulted, and discusses the impact these closures have had on commerce between the Tidewater area and the Eastern Shore. On July 14, 1987 the Chesapeake Bay Bridge-Tunnel Commission went on record opposed to the proposed area of a Chesapeake Bay disposal site, and wants the area near the tunnel eliminated from consideration as a disposal site.
James C. and Dorothy R. Collins	4651 River Shore Road Portsmouth, Virginia	Opposed to the expansion of the Craney Island disposal site in any direction or vertically. This opposition is based on economic, environmental, developmental, and social issues. Asks that these factors be given careful considerations.
Sara G. Comer	4627 River Shore Road Portsmouth, Virginia	Requests denial of the proposed westward extension of Craney Island. Wants the environment protected. Asks that a permanent solution be sought.
Paul L. Curtis	Director, Department of Planning, City of Chesapeake, Virginia	The City supports the initial dredging of the harbor and acknowlegers its importance. The letter raises questions about transportation in the vicinity of the proposed Suffolk disposal site, mentions the proposed development of Hampton Roads Airport and suggests the quality of industrial developement could be lessened near the disposal site. The

		disposal of polluted saltwater spoils is a concern due to the possibility of groundwater contamination. Asks if containment is possible, or if using the Suffolk site could harm the Great Dismal Swamp. There are serious health and safety factors to be considered along with economic restraints if the Suffolk site is used. Chesapeake asks to be informed of any future meetings or correspondence.
John Dragseth	Long-Term Resident of Portsmouth, Virginia	Letter expresses opposition to the proposed westward expansion of the Craney Island Disposal Area. Feels that such expansion has health risks. Supports ocean dumping.
Mary Eddins	4601 River Shore Road Portsmouth, Virginia	Opposes any movement of Craney Island Landfill. Lives next door to Craney and does not want her lifestyle devastated, and wants the wetlands behind her home protected. Asks that other sites be considered.
A. M. Eckstine	Resident of Portsmouth, Virginia	Opposed to westward expansion of Craney Island. Feels the "finger-in-the-dike" solutions are totally unacceptable. Wants ocean disposal seriously considered.
Alpert D. Epley	4619 River Shore Road Portsmouth, Virginia	States the Federal government thinks the center of a metropolitan area with 1.2 million residents is a "dump." Discusses the contamination of dredge material that would be placed in Craney Island and the effects of this pollution. Feels that the 50% depreciation rate of realty in the immediate area is a conservative estimate. Predicts a domino effect on further development if Craney Island is expanded. Opposes the destruction of a beautiful waterway.

		Rather than harm the environment, writer proposes an artificial island in the ocean be created from dredged material.
Ruth E. Epley	4619 River Shore Road Portsmouth, Virginia	Opposed to further extension of Craney Island. States that the Corps is "inconvenienced" by having to look for another disposal site, but the residents of the area are "devastated."
Bernard A. Haynes Alice C. Haynes	Residents of the River Shore area of Portsmouth, Virginia	Strenously objects to the extension of Craney Island. States the disposal site creates unpleasant environmental effects at their home and that land values have dropped due to the presence of the Army in the neighborhood. Asks the Corps to "free" residents.
Charles F. Higginbotham Phyllis B. Higginbotham	4701 River Shore Road Portsmouth, Virginia	Have just moved into the neighborhood to find their dream home might be turned into a mudflat. Writer expresses concern for property values, environment, destruction of wetlands, and wildlife in the area. Asks how can the Corps justify destroying valuable property.
Mary F. James	4601 River Shore Road Portsmouth, Virginia	Lives next door to Craney Island and is opposed to westward expansion of the site.
Roy Jones Elizabeth Jones		Writer expresses deep concern over the proposed expansion of Craney Island, as this would completely destroy the River Shore waterfront and depreciate the property values.
Paul F. Kovalcik	4762 River Shore Road Portsmouth, Virginia	Opposes the westward expansion of Craney Island. Doesn't want the neighborhood destroyed or the value of his property to decrease.

E. L. Rash		Opposes the expansion of Craney Island Disposal Site due to impacts on property values, the quality of life, and the environment.
Robert Lucking Professor, ODU	4154 River Shore Road Portsmouth, Virginia	Opposes the expansion of Craney Island. Writes that this would destroy the neighborhood, and that residents would leave, reducing nieghborhood stability. Feels that the expansion would threaten the environment. Considers the expansion of the site would amount to reckless disregard for the life and citizens in a well established neighborhood.
Lawrence L. Medlin Beulah H. Medlin		Against proposed westward expansion. Does not want this area of the James River filled with dredged material. Proposes that the present Craney Island fill should be used to build roadbeds or fill borrow pits.
P. C. Mingis, Jr.		Does not want any further landfills in the local waters. Proponent of ocean disposal.
Jerome W. Nickerson	4713 River Shore Road Portsmouth, Virginia	Protests the proposed westward expansion of Craney Island; wants an environment impact study and statement. States that high property values in the area are due to the river view. Expansion of Craney Island would have a devastating effect on the inhabitants. Wants the environment preserved as many animals live nearby. Wants wetlands preserved and says expansion of the site would destroy these areas.
James R. Patton, Jr. Lydia L. Patton	4718 River Shore Road Portsmouth, Virginia	Against any expansion of Craney Island. Adverse impacts are so apparent that many municipalities and citizens have opposed this plan. The nature of Craney Island has changed since the project was

		begun in the 1950's. It was undeveloped; now it is fully developed. There would be severe drops in the value of property if Craney is expanded. Wants alternatives explored. Writes that Portsmouth is already taking a disproportionate share of dredging programs. Short-term cheaper solutions lead to long-term, expensive problems. Plans to agressively resist the plans for Craney Island expansion.
J. J. Phares	5044 Bay Circle Suffolk, Virginia	Strongly opposes the westward expansion of Craney Island. Cites erosion, adverse impacts to marine life, ruination of his panoramic view of Hampton Roads.
E. R. Pringle	4734 River Shore Road Portsmouth, Virginia	Suggests ocean disposal as a better answer to the long-term disposal problem, rather than the expansion of Craney Island.
James H. Rea	4730 River Shore Road Portsmouth, Virginia	States that the westward expansion of Craney is subject to constitutional challenge and challenge under federal environmental statutes. Predicts a 25-50% decrease in property values if the landfill is expanded. Concerned about environmental impacts, historic/aesthetic value, and destruction of wetlands.
Marie Rhodes	4734 River Shore Road Portsmouth, Virginia	Opposes westward expansion of Craney Island Disposal Site; feels this plan would harm public health. Favors ocean disposal regardless of the cost.
Ruth Sherwood		Protests the proposed expansion of Craney Island. Wants a full environmental study and report. Doesn't want property values to drop or lifestyle destroyed. Concerned about the environment.

Miranda B. Strutton	4704 River Shore Road Portsmouth Virginia	Protests dumping of dredged material along populated river banks. Expansion of Craney Island will impair the quality of life. Wants an alternative found.
W. R. Strutton, Jr.	4704 River Shore Road Portsmouth Virginia	Opposes expansion of Craney Island. Recognizes the need for long-term disposal but doesn't think dumping waste into the river is a good answer. Writes about toxic waste in the river. Feels that the residents' health will be harmed if Craney Island is expanded.
E. Thomas Swindell	5064 Bay Circle Suffolk, Virginia	Doesn't want marshes destroyed. Odors from the disposal site will increase if the site expands. Claims that odors would be present 80% of the time if expansion is carried out. Writes the overall pollution impact will be 1,000 times larger than it is now. States that the emissions are a definite health hazard--some of the fumes are poisonous/carconogenic. Feels ocean disposal is the best answer to the problem.
Jimmy F. Swindell		Wants to go on record as opposing the expansion of Craney Island. Feels this action will destroy wetlands and animals, will economically impact Churchland, will cause property values to drop that will never rise again. Writes that his taxes pay for the Government.
Richard T. Tillett	4773 River Shore Road Portsmouth, Virginia	Opposes the expansion of Craney Island. Feels that a stroke of the pen will destroy everything writer has worked for in the last 25 years by landlocking his property. Would never be able to recoup the monetary loss expansion would cause. Cites the adverse environmental impacts this action would cause. Proposes the use of off-shore alternatives.

		adverse environmental impacts this action would cause. Proposes the use of off-shore alternatives.
Shirley P. Tillett	4773 River Shore Road Portsmouth, Virginia	Going from a dream property to being landlocked is a nightmare. The loss could not be compensated. Predicts environmental and economic disaster if the landfill is expanded. Her taxes pay for Government's existence.
Sue Trotman	4640 River Shore Road Portsmouth, Virginia	Has lived in the immediate area of the site for 50 years and is aware of the importance of the harbor. Wants a solution to this problem that does not impact on people or the environment.
Charlotte Tuttle	4731 River Shore Road Portsmouth, Virginia	Has lived at current address for 23 years. Hoped the Corps would have a better answer but thinks she was wrong. Cannot believe there is no better answer the problem of dredged material than the expansion of Craney Island.
John L. Tynch	3502 Cardinal Lane Portsmouth, Virginia River Shore Civic League	Opposed to the expansion of Craney Island which would decrease property values and eliminate his waterfront view. Writes that he has resided on River Shore Road for 26 years.
Helen E. Walker	4735 River Shore Road Portsmouth, Virginia	Protests the possible westward expansion of Craney Island Disposal Site. Writes that the site is a short-term solution.to a long-term problem, and that ocean dumping is a long-term solution. Says Portsmouth and Suffolk can not take any more blows to their tax bases.

Lloyd A. Walker	4735 River Shore Road Portsmouth, Virginia	Against the further use of stop-gap measures for the disposal of dredged material. Using Craney Island for a disposal site is a tragic misuse of natural resources and a waste of taxpayers' money. States that ocean dumping or islands are better answers to this problem. Suggests that tolls be imposed upon commerce to pay for the extra cost of more expensive long-term solutions.

ADDITIONAL LETTERS AND EXHIBITS SUBMITTED
6 AUGUST 1987
PUBLIC HEARING - CRANEY ISLAND LONG-TERM DISPOSAL

LETTER WRITER	INTEREST REPRESENTED	EXHIBITS
Exhibits 1 - 34 consist of a slide presentation made at the beginning of the public hearing. They show maps of the area, present study objectives, and touch on beneficial uses of dredged material.		
Norman Sisisky Congressman D-Virginia	John V. Tuttle 4731 River Shore Road Portsmouth, Virginia	35. Encloses a letter and requests answers to raised questions. Tuttle, president of the River Shore Civic League, requests his representative's support in stopping the use of Craney Island as a landfill. Answer to Sisisky states the need for thorough evaluation of each alternative including the use of Craney Island. Conditions may have changed since the last study; there will be a public hearing on this problem.
John W. Daniel, II,	Commonwealth of Virginia	36. State agencies will work together to prepare for the meeting. Encloses a copy of the Commonwealth's General Assembly Joint Resolution 223, determining Virginia's desire for using suitable material for beach replenishment.
Walter S. Griggs	4739 River Shore Road Portsmouth, Virginia	37. Requests notice of public hearing and a copy of the resulting summary.
Gordon R. MacDonald Marie S. MacDonald	4769 River Shore Road Portsmouth, Virginia	38. Objects to the proposed expansion of Craney Island; this would devalue his property. Prefers a disposal site in the Chesapeake Bay.

John L. Rowe, Jr.	City Manager, Suffolk, Virginia	39. Refers to Suffolk's opposition to "Suffolk Site" in public hearings held 4/18/77, 3/21/80, and 4/10/80. Suffolk City Council opposed the use of a "Suffolk Site" for the disposal of dredged materials. The city is especially opposed to the westward expansion of the site. Representatives will attend the hearing. The Corps response to this letter points to the need for a sound planning approach where each alternative will be considered.
Paul F. Miller, Director of Planning and Development	City of Newport News, Virginia	40. Newport News is vitally concerned with the Corps' plan for long-term disposal. The city feels that an artificial island in the Hampton Flats area would have economic and environmental benefits. Suggests the study should focus on oyster beds and related water circulation patterns, and, if possible, include a three-dimensional model.
Norman Sisisky Congressman D-Virginia	John L. Rowe, Jr. City Manager Suffolk, Virginia	41. Encloses a letter and requests answers to questions raised. Letter states that on July 15, 1987 the Suffolk City Council unanimously reaffirmed its previous positions on the expansion of Craney Island. (See Exhibit 39.)
Howard E. Kangas	President, Armstead Civic League, Suffolk, Virginia	42. League opposes the expansion of Craney Island and will attend the hearing.
J. M. Wray, Jr. Chief Engineer	Department of Transportation Commonwealth of Virginia	43. Virginia has no objection to proposed disposal sites including Craney Island, Willoughby Bay, Hampton Flats, and Ragged Island even though they are in the immediate area of major highways and transportation facilities. Precautions must be taken in locating/designing retaining levees to protect bridges

		from wave action. Geophysical studies the state could review should be done.
George L. Hanbury, II City Manger, Portsmouth	City of Portsmouth, Virginia	44. Encloses resolution passed by City Council on 7/28/87 opposing any expansion of Craney Island, especially westward, that would harm the environment. The city does not want property values or its tax base to decline. Upward expansion is also opposed as this would delay any productive use of the site for many years. Wants a complete environmental study to determine if residents are threatened by the presence of toxins at the site. City representatives will attend the meeting.
C. S. Park	Commander, 5th Coast Guard District, Portsmouth, Virginia	45. Encloses letter from John Rowe (see Exhibit 39) and Park's letter dated 7/30/87.
Lawrence L Medlin Beulah H. Medlin	4635 River Shore Road Portsmouth, Virginia	46. Writers strongly oppose the western expansion of Craney Island. Feels it is a horrible shame to fill the James River with dredged material. Urges use of material at the site for road beds or to fill borrow pits.
J. Stanley Payne, Jr.	Executive Assistant and General Counsel, Virginia Port Authority	47. It would be hard to imagin the operation of the port without the Craney Island Disposal Area (CIDA) The site benefits the inner harbor when berths must be maintained, and keeps disposal costs and adverse environmental impacts to a minimum. CIDA will soon be filled and become one of the largest undeveloped areas on the East Coast. Any replacement site must preserve CIDA's economic benefits. Craney Island is an asset to the state that should be developed when filled. A new site must consider the ecosystem of the Hampton Roads/Chesapeake Bay.

Myles E. Standish	Administrator, Isle of Wight	48. On July 39, 1987 the Isle of Wight Board of Supervisors voted their opposition to the consideration of Ragged Island as a disposal site; this would cause severe environmental and aesthetic impacts to Ragged Island.
Betty Jane Parker	4717 Rivershore Road Portsmouth, Virginia	49. Has resided at this address for almost 30 years. Feels fortunate to live on the water, and wants her grandchildren to be able to enjoy this. Urges the Corps to look elsewhere for a disposal site that will not hurt people financially or psychologically.
William E. Ashley, Jr.	President, Isaak Walton League, Suffolk-Nansemond Chapter	50. Conservation group opposes placing dredged materials in Suffolk in 1977 and 1980 and has not changed its position. Timber lands have been lost to development in Suffolk, which can't afford to lose another 6,000 acres. The Suffolk Disposal Site is a natural habitat to wildlife. The use of this site would adversely affect the Great Dismal Swamp and the Hampton Roads Airport. Expansion of CIDA would have an impact on the local seafood industry. Ocean disposal would cause fewer problems now and in the future.
James K. Brookshire, Jr.	Executive Director Chesapeake Bay Bridge and Tunnel Commission	51. Concerned about possible damage to bridge-tunnel if dredged material is placed in the bay near the facility. The bridge has been damaged several times, which caused economic impacts to both Tidewater and the Eastern Shore. On July 14, 1987 the Commission went on record opposing the proposed Chesapeake Bay Disposal Site.
John Dragseth	419 Russell Street Portsmouth, Virginia	52. Opposes the westward expansion of Craney Island. Feels this would be a health threat to the

		entire harbor area, which should be more important than economics. Ocean disposal would be the best alternative.
A. M. Eckstine	4305 Faigle Road Portsmouth, Virginia	53. Opposes the westward expansion of CIDA. The "finger-in-the-dike" approach is totally unacceptable. There must be a better answer than dumping spoils in citizens' backyards. Favors ocean disposal.
Johnny S. Joannou	Senator, Commonwealth of Virgnia (13th District)	54. Opposes the expansion and prolonged use of CIDA. The area should be returned to Portsmouth as a taxable asset, as 60% of the city's land cannot be taxed. CIDA's development is vital to Portsmouth's growth and economy.
T.C. Mingis, Jr.	34 Early Drive Portsmouth, Virginia	55. Opposed to the expansion of Craney Island due to adverse impacts to recreational uses of the water Thinks it incredible CIDA is there at all. Favors ocean disposal.
James B. Oliver, Jr.	Norfolk City Manager	56. Norfolk does not support filling Willoughby Bay. Concerned about property values, recreational use of the Bay, and environmental impacts. The city opposes using Ocean View as a disposal site for these reasons, and due to negative impacts on boating and fishing.
Helen E. Walker	4735 River Shore Road Portsmouth, Virginia	57. Registers "unalterable protest" against proposed westward expansion of CIDA. The proposal is not a long-term answer but a "stop-gap" measure. Cost should not deter the use of ocean dumping, as this would not only save money over time but also protect area assets. Portsmouth and Suffolk can not afford further reductions of their tax bases.

Lloyd W. Walker	4735 River Shore Road Portsmouth, Virginia	58. Wants thoughts of further "stop-gap" measures such as the western expansion of CIDA removed from the minds of the Corps. Using Craney Island for disposal is a tragic waste of resources and taxpayers' money. Wants a permanent solution to this problem. Tariffs should pay for the extra cost of ocean disposal.
Charles F. Higginbotham Phyllis B. Higginbotham	4701 River Shore Road Portsmouth, Virginia	59. Writers' new dream home on the water might turn into a home on a mud flat. Concerned about depreciating property values and the destruction of wildlife, estuaries, and marshlands caused by the expansion of CIDA The Virginia Highway Department is trying to create marshlands while the Corps of Engineers is trying to destroy them. Writers don't understand how the Corps can justify destroying property worth millions of dollars.
Roy Jones Elizabeth Jones	4744 River Shore Road Portsmouth, Virginia	60. Writers are deeply concerned about proposed western expansion of CIDA. This would destroy the waterfront and greatly depreciate their property.
Jerome W. Nickerson	4713 River Shore Road Portsmouth, Virginia	61. Writer makes "strongest possible protest" to proposed western expansion of CIDA. An Environmental Impact Statement (EIS) is needed. High property values in River Shores derive directly from its location on Hampton Roads and the James River. Extension of Craney Island will devastate residents, harm wildlife and destroy wetlands. Toxins would hurt aquatic plants and animals. Corps officials are invited to visit the area to see what would be harmed by the expansion of CIDA.

James M. Patton Lydia L. Patton	4718 River Shore Road Portsmouth, Virginia	62. Writers oppose any expansion of Craney Island. Environmental, economic, and political impacts are obvious. The area around the site is no longer undeveloped, and extending CIDA would cause a 50% drop in property values for homes on the water and a 25% drop for those inland. People should not have to live in an area surrounded by debris from the ocean floor. Portsmouth is already burdened by the dredging program, and the state is removing fill from the area for the West Norfolk Highway project. This will impact the area 24 hours a day for the next several years. The public will try to stop proposed expansion. Short-term, cheap solutions equal long-term expensive problems.
Ruth Sherwood	4713 River Shore Road Portsmouth, Virginia	63. Letter is identical to Exhibit 61.
Richard T. Tillett	4773 River Shore Road Portsmouth, Virginia	64. Goes on record oppposing expansion of CIDA. Can't guage the impact of this on his property which took years to design and build. Does not want all he has worked for destroyed with a "stroke of the pen." Waterfront access, the view, and wildlife should be preserved. Why is the expansion of CIDA being considered when offshore disposal, which has no adverse impacts, is available?
Sherry P. Tillett	4773 River Shore Road Portsmouth, Virginia	65. Appalled that the expansion of CIDA is being considered. Going from a dream home on the water-front to being "land locked by a disposal dump is a nightmare." This loss could not be compensated. The proposals affects homeowner, wetlands, wildlife and Churchland. Why is an option with these

		negatives being considered when offshore dumping is available? Her taxes pay for "your existence."
John L. Tynch	4722 River Shore Road Portsmouth, Virginia	66. Opposed to the expansion of CIDA as his property would fall in value and his waterfront view would be eliminated.
John W. Hollowell	Resident of River Road Portsmouth, Virginia, and Chairman, Portsmouth Planning Commission	67. Protests any expansion of CIDA. Since 1970 various state and local agencies and citizens have been opposed to the expansion of the disposal site. A 1974 EIS addresses the environmental and economic impacts of CIDA. Maintaining and deepening the port is necessary, but filling in the waterfront is a short term solution to a problem which causes irreversible damage. Urges a new EIS.
Robert Lucking	4745 River Shore Road Portsmouth, Virginia	68. Opposes the expansion of CIDA as having a disasterous impact on the River Shore community and the environment. Portsmouth and Suffolk City Councils and citizens have rejected this proposal as being "reckless disregard" for the life and citizens of well-established areas.
Ronald H. Pack	Chairman, Isle of Wight County Wetlands Board	69. Telephone poll of board members resulted in unanimous opposition to and concern over the consideration of Ragged Island as a disposal site. Environmental and aesthetic impacts would be severe.
E. R. Pringle	4734 Rivershore Road Portsmouth, Virginia	70. Opposed to the expansion of CIDA. Ocean disposal is a better answer to this problem than dumping spoils in citizens' back yards.

F. Van Sumner, P.E.	Vice President, Hampton Roads Airport Chesapeake, Virginia	71. In 1980 the Corps recommended the Suffolk Site as the most feasible and economical alternative. Other sites were eliminated for various reasons. The Final Review Board opposed the use of the Suffolk Site. Hampton Roads Airport requests that exhibits from the 1980 hearing be placed in the record of this hearing. This exhibit includes 2 photos showing the airport in 1980 and 1987.
Jimmy F. Swindell	5812 Craneybrook Lane	72. See Exhibit 65.
Mrs. James C. Collier	5068 Bay Circle Suffolk, Virginia	73. People from Repass Beach oppose extension of CIDA. Time, effort, and money has been spent reviewing the same data with little accomplished. Ecological, environmental, economical, recreational, and asethetic effects have not improved--some have worsened--since 1970. Why do studies and hearings have to be repeated? The cheapest solutions aren't always the most economical. Ocean disposal is the only answer that is not a "delaying process;" any adverse impacts from ocean disposal would be less than those caused by harbor disposal. A representative from the Virginia Resources Commission looked at writer's beach in the 1960's and said that CIDA had been convenient and economical, but a mistake.. Circulation patterns of the lower James River and harbor changed; wetlands eroded. The disposal problem should not be left for future generations to solve. Ocean disposal the solution.
James C. Collins Dorothy L. Collins	4651 Rivershore Road Portsmouth, Virginia	74. Opposes any expansion to CIDA based on economic, environmental, developmental, and other factors.

Donald W. Comer, Sr.	4627 Rivershore Road Portsmouth, Virginia	75. Compares the CIDA issue to the "sword of Damocles." Sees no financial, environmental, or political benefits from Craney Island for himself, his neighbors, or the city. If CIDA is expanded, the tax base will be reduced, and Portsmouth might never get to use the land. Knows that governments and commerce benefit from dredging, but that the real issue is homes. Plans to fight to the bitter end.
Sara G. Comer	4627 Rivershore Road Portsmouth, Virginia	76. Against the extension of CIDA. Her family has enjoyed the waterfront for 20 years. Doesn't want these benefits lost due to the use of a short-term solution to a long-term problem. Urges that a more permanent solution be found.
George H. Curtis III	Vice President, Norshipco	77. The 3,400 employees of Norshipco stress the need of developing a long-term plan for dredge disposal. This is important to the entire region. An economic answer is also essential due to depressed maritime conditions worldwide. The environment must also be considered.
Paul L. Curtis	Director, Chesapeake Department of Planning	78. Chesapeake supports harbor dredging but has questions. There is an industrial area in the city near the Suffolk site. The pipeline between CIDA and the Suffolk site would fall between this area and a rail line. The Hampton Roads Airport is east of the proposed Suffolk site as well. A landfill there would draw seagulls which are a threat to aviation. It would also lessen industrial development in the area, contaminate the water supply, and possibley harm the Great Dismal Swamp. These serious heath and safety risks need to be fully evaluated.

Petitions	Resident of Armstead Forrest, Suffolk, Virginia	79. Fourty-four residents of Armstead Forest have signed a petition opposing the extension of CIDA, and support of their neighbors in Repass Beach.
Mary Eddins	4601 River Shore Road Portsmouth, Virginia	80. Opposes any expansion or movement of CIDA. This would decrease property values, ruin writer's view and lifestyle. Wetlands behind her home would be destroyed, as would recreational use of the water. Consider other sites that would have fewer impacts.
Albert D. Epley	4619 River Shore Road Portsmouth, Virginia	81. A metropolitan area shouldn't be used as a dump which is a health hazard. Thinks that the Corps' estimate of the decrease in property values is conservative. Churchland is a fast-growing region and the expansion of CIDA will stop this. Filling in the waterway is worse than coal mining because mining companies "put the scenery back to the way it was." Expanding Hoffler's Creek is a ruse to set a precedent for future actions. Dredge material should be removed from populated areas. Developing an island is an excellent solution to this problem.
Ruth E. Epley	4619 River Shore Road Portsmouth, Virginia	82. The Corps should not be permitted to expand CIDA and contaminate a large section of Portsmouth. To find another site is an inconvenience to "them."
Peter Eustis	4753 Rivershore Road Portsmouth, Virginia	83. Deepening and maintaining the channels is necessary to the region's economy. The economic data from previous studies is slanted. Changing the balance of a delicate ecosystem in a densely populated area is risky. Wants an environmental assessment of each alternative. Concerned about hazardous/toxic materials. Cost studies should

		consider everyone's total cost; recent court rulings increased direct costs by the amount of compensation given property owners. Consider evidence from the San Francisco area. District Engineer is invited to visit River Shores.
Walter S. Griggs	Resident of River Shores Portsmouth, Virginia	84. Long-range solutions are needed beyond those offered by CIDA. Thinks that perhaps the Corps' position has changed since 1974 but isn't sure; the public hearing may be a "sham." Wants to stop rehashing the same old sites and using the well worn comments of the past. Supports ocean disposal.
Bernard A. Hanes Alice C. Hanes	4742 River Shore Road Portsmouth, Virginia	85. Writers object to the extension of CIDA. Odors from CIDA limit outside activities, lure undesirble wildlife to the area and generally intrude on a beautiful neighborhood. Expansion of the site will decrease property values and destroy the waterfront. Writers want the "equal rights" guaranteed by the Constitution and prevented by the location of CIDA.
James W. Holley III	Mayor, Portsmouth, Virginia	86. Reads into the record City Council's resolution opposing any further expansion of CIDA, particularly to the west. This would cause significant economic and environmental costs Portsmouth will restate its position on Craney Island in every appropriate forum.
Mary F. James	4601 Rivershore Road Portsmouth, Virginia	87. Writer lives next door to CIDA and opposes any westward expansion of the site. She objects to the odors from the site. Just spent over $1,000 landscaping her backyard.
Tyree W. Kessler Mabel H. Kessler	4623 River Shore Road Portsmouth, Virginia	88. Encloses a letter, April 18, 1977, on CIDA which stated that ocean disposal is the only long-term

		solution to this problem. Outlines evidence against expansion: after dry spells there is a "man-made dust bowl"; after minor storms the facing of the fill needs repair. Toxic wastes that harm animal life and pollute the soil and water should not be in the middle of Hampton Roads. Writers' property value has dropped 50% overnight. Residents need to know the Corps' decision as soon as possible.
Paul J. Kovalcik	4762 River Shore Road Portsmouth, Virginia	89. Opposes the westward expansion of CIDA as this would reduce property values and spoil an attractive neighborhood. Supports offshore disposal.
E. L. Rash	4647 River Shore Road Portsmouth, Virginia	90. Opposes expanding CIDA due to the drop in property values and the impact on the quality of life and on the environment. Concerned for himself, his family and the community. The expansion of CIDA would violate the Corps' self-imposed constraint of finding an answer without a political impact.
William S. Moore, Jr.	State Delegate, 79th District Portsmouth, Virginia	91. Citizens, groups, and city officials have asked State Delegate to make his opinion on CIDA part of the record. Delegate opposes the expansion and prolongation of CIDA for many reasons and asks to be kept informed on the project.
Ernest A. Morgan	Chairman, Public Works Subcommittee, Ocean View Coordinating Committee	92. Ocean View has been abused for far too long. To consider using this area as a disposal site is appalling, and placing anything but sand along the beach is intolerable. The cost of disposal is important, but expanding CIDA is like putting your trash in your neighbor's backyard. Norfolk's beach has recently been replenished and the expansion of CIDA would put future plans in limbo. The Corps'

		concerns are real. Urges against causing more problems than will be solved.
J. J. Phares	5044 Bay Circle Suffolk, Virginia	93. Opposes the westward expansion of CIDA due to erosion problems and adverse impacts on marine life. His view will be ruined, the value of his property will decrease, and his boat access to Hampton Roads may be threatened.
J. Douglas Powell	Chairman, Portsmouth Planning Commission	94. Planning Commission's Resolution on CIDA: Because continued use of Craney Island will adversely affect property values and the quality of life in Portsmouth, the Commission favors ocean disposal, and requests that an Environmental Impact Study/Statement be done, with background studies contributed by various state and federal agencies.
James H. Rea	4730 Rivershore Road Portsmouth, Virginia	95. The westward expansion of CIDA is subject to constitutional challenge under federal environmental statutes and the Fifth Amendment. Predicts a 25-to-50% decrease in property values if CIDA expands. Concerned about environmental impacts, historic/ aesthetic value, and the destruction of wetlands.
Marie Rhodes	4834 Rivershore Road Portsmouth, Virginia	96. Against the proposed westward expansion of CIDA. Considers public health the most important reason why the site should not be enlarged. Favors ocean disposal.
John Stone	Senior Vice President, Maryview Hospital, Portsmouth, and Member, Board of Directors, Portsmouth Partnership	97. See entry under writer's name in the Synopsis of the Public Hearing for content of correspondence.

Miranda B. Strutton	4704 River Shore Road Portsmouth, Virginia	98. Understands the need for dredging but does not understand how dumping dredge materials along populated river banks could be considered. The expansion of CIDA threatens the area's quality of life. Enlarging the site may be the easiest solution from an engineering standpoint, and may appear efficient, but the actual cost of this plan would be intolerabe. Urges another solution be found.
W. R. Strutton	4704 River Shore Road Portsmouth, Virginia	99. Opposes any expansion of CIDA. The need for dredging is real, as is the disposal problem. It is "unreal" to dispose of dredge material along river banks. Why would the government pollute a river already damaged by toxins? Why would the government deflate land values and endanger public health? Why does the government resort to short-sighted policies that impede long-term improvements. Urges other alternatives be considered.
E. Thomas Swindell	5064 Bay Circle Suffolk, Virginia	100. Doesn't want marshes destroyed. Odors from CIDA will increase if the site expands and would be present at least 80% of the time. The overall pollution impact will be 1,000-times larger than it is now. These emissions are a definite health hazard - some of the fumes are poisonous/carconogenic. Ocean disposal is the best answer to the problem.
Jimmy F. Swindell	Acting President, Holly Acres/ Repass Beach Civic League	101. The Civic League opposes the expansion of CIDA which will force a mass-exodus from the River Shores/Repass Beach areas. Those wanting to expand CIDA should live nearby for a few years. These areas will become slums, which will destroy valuable waterfront property. A proposed access

		channel to open water has only token value. The expansion of CIDA will harm marine life, halt development, increase erosion problems, and upset the balance of the ecosystem. The impact on people is the most important factor to consider.
Harry Thompson and 81 Others	6952 Repass Beach Road Suffolk, Virginia	A petition with 82 signatures of Holly Acres/Repass Beach residents. They oppose the expansion of CIDA. (Part of Exhibit 101.)
Paul Trible	United States Senator (R-Virginia)	102. See Exhibit 39.
Sue Trotman	4602 River Shore Road Portsmouth, Virginia	103. Both the harbor and environment are important. To continue the "dredge and fill" syndrome is short sighted The destruction of River Shores will result if CIDA is expanded, which is something Portsmouth can not afford.
R. L. Truelove	4522 Rivershore Road Portsmouth, Virginia	104. Opposes the expansion of CIDA. This would decrease property values in the neighborhood. There are odors and dust from the site; heavy traffic and mosquitos cause problems. The ecology of the shoreline and the river view would be destroyed and the public health threatened. Wants CIDA closed and dredge materials put elsewhere.
Charlotte Tuttle	4731 River Shore Road Portsmouth, Virginia	105. Has lived on River Shore Road for 23 years and is aware of past "skirmishes" with the Corps of Engineers. Felt there would be a better answer to the problem of dredge disposal but was wrong. There must be another answer than expanding or continuing to use CIDA.

John Tuttle	4731 River Shore Road Portsmouth, Virginia	106. The civic leagues have opposed CIDA since 1970 - this has not changed. Writer outlines the history of opposition to the site. The harbor is important to the entire region and the writer objects to reducing its size. No elected official in Virginia supports expanding CIDA.
David R. Tynch	Cooper & Davis Attorneys for the River Shores Civic League	107. River Shores residents have much to lose if CIDA is expanded. Waterfront property worth $6.5-7 million would front 2 stories of dirt and mud. CIDA threatens public health with odors, dust, and toxins. The expansion will reduce the size of the harbor and destroy shorelines and wetlands. Residents are prepared to protect their rights and exhaust all legal remedies.
Sandy Whitley	Representing the Administrator of Isle of Wight County	108. The county is concerned that Ragged Island is being considered as a disposal site. On July 30, 1987 the Board of Supervisors voted unanimously to object to the use of Ragged Island in this way. The ecology and aesthetics of the area should preclude this. The Isle of Wight Wetlands Board has also objected to this proposal.
Robert T. Williams	Goodman Segar Hogan, Inc. (Commercial Real Estate)	109. Real estate firm representing owners of realty threatened by the westward expansion of CIDA. Hopes alternatives to this expansion will be sought. The Corps turns to CIDA "every five years" as a solution to a long range problem. A new residential community is planned for Suffolk near the proposed expansion site. These plans should not be upset. The expansion of the site will have a negative economic impact on the entire area. Asks to be kept informed on this project.

Richard Wood, Jr.	Chairman, Portsmouth Chamber of Commerce	110. Porsmouth Chamber of Commerce opposes the expansion of CIDA on behalf of its members. Business community wants CIDA used as a light industrial/recreational area and opposes any negative economic on the city or its citizens. Another location should be developed.
Robert H. Barnes	President, Merrifields Civic League	111. Opposes expansion of CIDA for many reasons, among them the preservation of the quality of life. Portsmouth should not be a "dumping site" for dredge materials and possibly other unhealthy items. Urges another site and turning CIDA over to the city.
Clarice C. Johnson	5056 Bay Circle Suffolk, Virginia	112. Fourth generation of her family to live in Repass Beach. This is a very long-term problem - the harbor has always been and will be important to the area. Sites adverse impacts due to the location of CIDA. Users' fees would offset the higher cost of using another site. Suggests "visionary" planning and another public hearing before deciding the issue.
Fred D. Thompson	Isle of Wighy Public Recreational Facilities Authority	113. Opposes use of Ragged Island as a disposal site on the grounds of its special status, nature walks and canoe trails, etc.
Keith Denslow	President, Willoughby Civic League, Norfolk, Virginia	114. See Exhibit 56. Residents and property owners in Willoughby are opposed to using Ocean View or Willoughby Bay as a disposal site. Sites near the Peninsula could be used.
G. Robert Cowan	President, Hampton Roads Maritime Association	115. Favors disposal of dredge materials in the inner harbor. Concerned about relying solely on ocean

		disposal in the future. The permit process would be complicated. The reliability of ocean disposal as an ongoing option could be compromised if environmental studies of the ocean are required. Favors using CIDA and several smaller sites to replace Craney Island when this becomes necessary.
Howard B. Phillips	President and Chief Operating Officer, Dominion Terminal Associates	116. Ocean dumping would increase the cost of Dominion Terminal Associates' dredging program. Favors a suitable disposal site in the harbor.
F. F. Sanders	Director, Technical Services Newport News Shipbuilding	117. Outlines company's plans for new state-of-the-art shipbuilding and repair facilities. As a major user of Craney Island, company appreciates the site's location and favorable economics. Long-range planning and expansion of CIDA is favored.
Keith J. Buttleman	Virginia Council on the Environment	118. Hampton Roads is the country's largest coal handling port , and is vital to national security and the economy. The chosen plan must be environmentally sound. The Draft Environmental Impact Statement (DEIS) should consider navigational access, environmental and economic impacts, sedimentation patterns, and refilling rates. Beach nourishment and combinations of disposal options need to be explored. Ragged Island, Ocean View, and Hampton Flats would present problems if used for disposal. Impacts on wetlands must be minimal. Costs of nonstructural answers, including ocean disposal, must be studied. Toxins from the Southern Branch of the Elizabeth River pose special problems. Wants to be kept informed on the project.

Robert J. O'Neill, Jr.	City Manager, Hampton, Virginia	119. Under a comprehensive shoreline policy adopted by Hampton City Council in June 1986 much in the way of public improvement, parks and recreational development, beach access, and economic development is actively taking place. A significant investment is being made in upscale residential projects and water associated amenities. All of this raises concern from Hampton's viewpoint pertaining to an offshore disposal site and we are opposed to a disposal site at this location. Any change in this position would have to be based on overriding benefits that may provide additional economic development opportunity and shoreline protection. Hampton does not favor using Hampton Flats for a disposal area. Hampton is interested in beach quality sand from dredging. The city's shoreline studies could be useful to the Corps.

RECORD OF PUBLIC MEETING

NORFOLK HARBOR AND CHANNELS, VIRGINIA

LONG-TERM DISPOSAL

Held at Churchland Junior High School
6 August 1987

US Army Corps
Of Engineers

Norfolk District
October 1987

NORFOLK HARBOR AND CHANNELS, VIRGINIA
LONG-TERM DISPOSAL

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77	LETTER FROM GEORGE H. CURTIS, III, NORSHIPCO, 6 AUGUST 1987
78	LETTER FROM PAUL L. CURTIS, DEPARTMENT OF PLANNING, CITY OF CHESAPEAKE, 6 AUGUST 1987
79	PETITION FROM RESIDENTS OF ARMSTEAD FOREST (SUBMITTED BY JOAN DIXON), 6 AUGUST 1987
80	LETTER FROM MARY EDDINS, RIVER SHORE RESIDENT, 6 AUGUST 1987
81	LETTER FROM ALBERT D. EPLEY, RIVER SHORE RESIDENT, 6 AUGUST 1987
82	LETTER FROM RUTH E. EPLEY, RIVER SHORE RESIDENT, 6 AUGUST 1987
83	LETTER FROM PETER EUSTIS, RIVER SHORE RESIDENT, 6 AUGUST 1987
84	LETTER FROM WALTER S. GRIGGS, RIVER SHORE RESIDENT, 6 AUGUST 1987
85	LETTER FROM BERNARD AND ALICE HANES, RIVER SHORE RESIDENT, 6 AUGUST 1987
86	LETTER FROM JAMES W. HOLLEY, III, MAYOR OF PORTSMOUTH, 6 AUGUST 1987
87	LETTER FROM MARY F. JAMES, RIVER SHORE RESIDENT, 6 AUGUST 1987
88	LETTER FROM TYREE AND MABEL KESSLER, RIVER SHORE RESIDENTS, 6 AUGUST 1987
89	LETTER FROM DR. PAUL J. KOVALCIK, RIVER SHORE RESIDENT, 6 AUGUST 1987
90	LETTER FROM E.L. LASH, RIVER SHORE RESIDENT, 6 AUGUST 1987
91	LETTER FROM WILLIAM S. MOORE, JR., HOUSE OF DELEGATES, 79TH DISTRICT, 6 AUGUST 1987
92	LETTER FROM ERNEST A. MORGAN, OCEAN VIEW COORDINATING COMMITTEE, 6 AUGUST 1987

LIST OF EXHIBITS
(Continued)

No.	TITLE
93	LETTER FROM J.J. PHARES, SUFFOLK RESIDENT, 6 AUGUST 1987
94	LETTER FROM J. DOUGLAS POWELL, PORTSMOUTH PLANNING COMMISSION, 6 AUGUST 1987
95	LETTER FROM JAMES H. REA, RIVER SHORE RESIDENT, 6 AUGUST 1987
96	LETTER FROM MARIE RHODES, RIVER SHORE RESIDENT, 6 AUGUST 1987
97	LETTER FROM JOHN STONE, PORTSMOUTH PARTNERSHIP, 6 AUGUST 1987
98	LETTER FROM MIRANDA B. STRUTTON, RIVER SHORE RESIDENT, 6 AUGUST 1987
99	LETTER FROM W.R. STRUTTON, JR., RIVER SHORE RESIDENT, 6 AUGUST 1987
100	LETTER FROM E. THOMAS SWINDELL, SUFFOLK RESIDENT, 6 AUGUST 1987
101	LETTER AND PETITION FROM HOLLY ACRES/RESPASS BEACH CIVIC LEAGUE (SUBMITTED BY PAT SWINDELL), 6 AUGUST 1987
102	LETTER FROM SENATOR PAUL S. TRIBLE, JR., 6 AUGUST 1987
103	LETTER FROM SUE TROTMAN, RIVER SHORE RESIDENT, 6 AUGUST 1987
104	LETTER FROM R.L. TRUELOVE, RIVER SHORE RESIDENT, 6 AUGUST 1987
105	LETTER FROM CHARLOTTE TUTTLE, RIVER SHORE RESIDENT, 6 AUGUST 1987
106	LETTER FROM JOHN TUTTLE, RIVER SHORE RESIDENT, 6 AUGUST 1987
107	LETTER FROM DAVID R. TYNCH, ATTORNEY FOR RIVER SHORE CIVIC LEAGUE (LAW FIRM - COOPER & DAVIS), 6 AUGUST 1987
108	LETTER FROM SANDY WHITLEY, REPRESENTING COUNTY ADMINISTRATOR AND BOARD OF SUPERVISORS FROM ISLE OF WIGHT COUNTY, 6 AUGUST 1987

LIST OF EXHIBITS
(Continued)

No.	TITLE
109	LETTER FROM ROBERT T. WILLIAMS, DIRECTOR OF LAND DEVELOPMENT, 6 AUGUST 1987
110	LETTER FROM RICHARD WOOD, JR., CHAMBER OF COMMERCE IN PORTSMOUTH, 6 AUGUST 1987
111	LETTER FROM ROBERT H. BARNES, MERRIFIELDS CIVIC LEAGUE, 7 AUGUST 1987
112	LETTER FROM CLARICE C. JOHNSON, SUFFOLK RESIDENT, 7 AUGUST 1987
113	LETTER FROM FRED D. THOMPSON, PUBLIC RECREATIONAL FACILITIES AUTHORITY, ISLE OF WIGHT COUNTY, 18 AUGUST 1987
114	LETTER FROM KEITH DENSLOW, WILLOUGHBY CIVIC LEAGUE, 28 AUGUST 1987
115	LETTER FROM G. ROBERT COWAN, HAMPTON ROADS MARITIME ASSOCIATION, 3 SEPTEMBER 1987
116	LETTER FROM HOWARD B. PHILLIPS, DOMINION TERMINAL ASSOCIATES, 3 SEPTEMBER 1987
117	LETTER FROM F.F. SANDERS, NEWPORT NEWS SHIPBUILDING, 3 SEPTEMBER 1987
118	LETTER FROM KEITH J. BUTTLEMAN, COUNCIL ON THE ENVIRONMENT, 8 SEPTEMBER 1987
119	LETTER FROM ROBERT J. O'NEILL, JR., CITY MANAGER OF HAMPTON, 10 SEPTEMBER 1987

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

Plan Formulation Branch

July 2, 1987

NOTICE OF PUBLIC SCOPING MEETING ON NORFOLK HARBOR AND CHANNELS, VIRGINIA LONG-TERM DISPOSAL

A major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and politically acceptable, technically feasible, and economical long-term disposal plan. The study will reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process.

Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

Alternative plans which we are considering include the expansion of Craney Island; confined sites at Willoughby Bay, Ocean View, Hampton Flats (including the proposed smaller New Port Island project), Horseshoe Area off Buckroe Beach, Ragged Island, Suffolk, and Chesapeake Bay; open water disposal at the Dam Neck Ocean Disposal Site and Norfolk Disposal Site; and truck and rail haul. The attached map shows the general location of the major sites under consideration in the Hampton Roads area.

In order to obtain public views and concerns on the long-term disposal alternatives mentioned above as well as suggestions of other disposal plans, we are conducting a public scoping meeting. This meeting will be held on:

THURSDAY, AUGUST 6, 1987

AT 7:30 P.M.

CHURCHLAND JUNIOR HIGH SCHOOL

4051 RIVER SHORE ROAD

PORTSMOUTH, VIRGINIA 23703

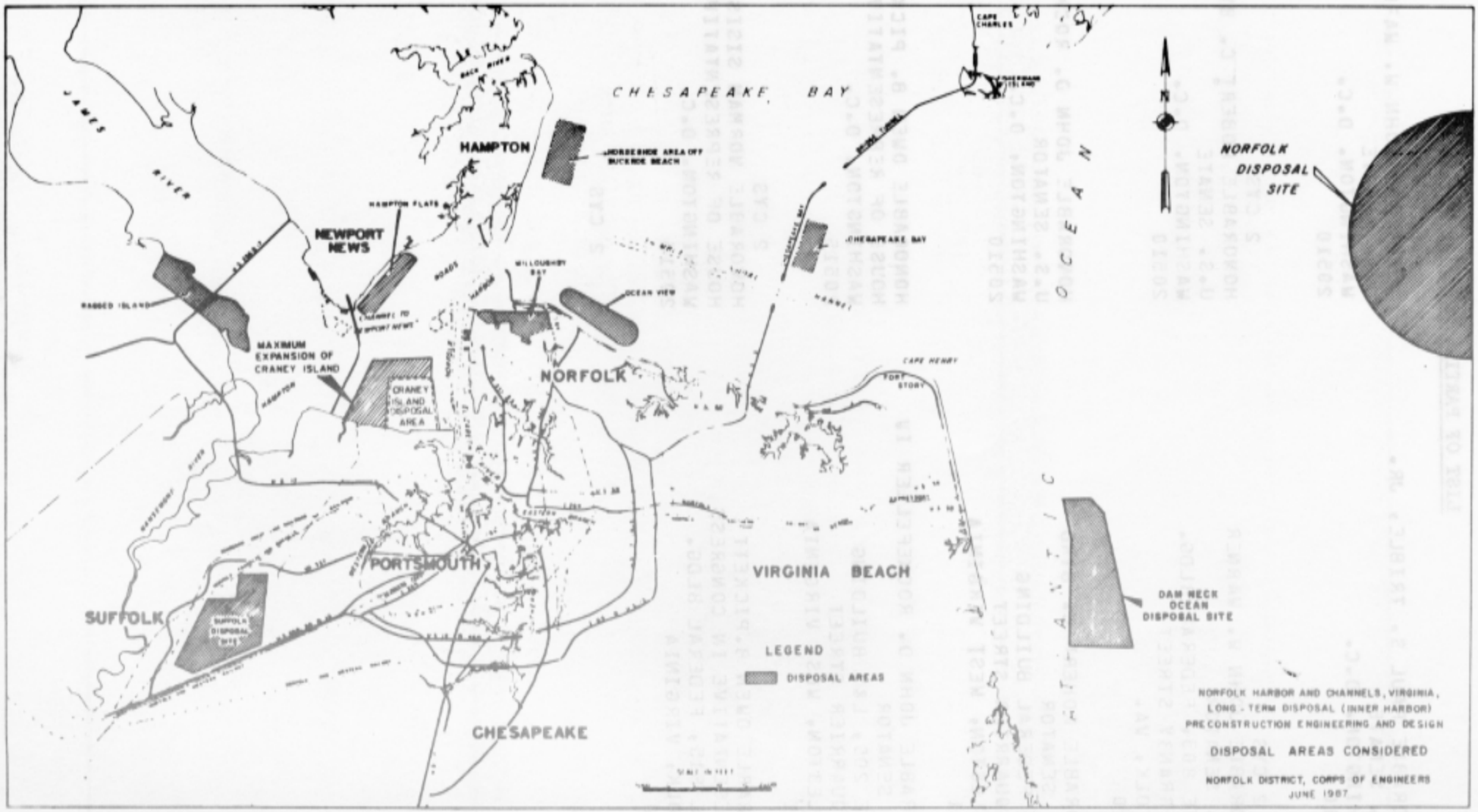
The purpose of this meeting will be to hear and record your concerns and suggestions. We will not respond to any project-related questions at this meeting. However, we will address these concerns and consider your suggestions in our study. All those interested are urged to be present or represented and all parties will be afforded full opportunity to express their views.

During the meeting, oral statements will be heard; however, for accuracy of record, it is suggested that statements be submitted in writing at the meeting or mailed prior to the meeting to the address on the letterhead of this notice. Statements mailed to this office should indicate that they are in response to this announcement. All statements, both oral and written, will become part of the official record of this study and will be made available for public examination. All statements will be given full consideration in evaluating alternatives for long-term disposal.

Any questions or requests for additional information should be directed to Mr. Bill Brown at (804) 441-3133 in the Public Affairs Office in the Norfolk District. Please bring this notice to the attention of anyone who may have an interest in this study but did not receive a copy of this notice.

Atch

J.J. THOMAS
Colonel, U. S. Army
District Engineer


CHESAPEAKE BAY
JAMES RIVER
HAMPTON
HORSESHOE AREA OFF BUCKROE BEACH
NEWPORT NEWS
HAMPTON FLATS
CHANNEL TO NEWPORT NEWS
WILLOUGHBY BAY
OCEAN VIEW
CHESAPEAKE BAY
NORFOLK DISPOSAL SITE
RAGGED ISLAND
MAXIMUM EXPANSION OF CRANEY ISLAND
CRANEY ISLAND DISPOSAL AREA
NORFOLK
CAPE HENRY
FORT STORY
PORTSMOUTH
VIRGINIA BEACH
SUFFOLK
SUFFOLK DISPOSAL SITE
DAM NECK OCEAN DISPOSAL SITE
CHESAPEAKE
OCEAN
ATLANTIC
LEGEND
DISPOSAL AREAS
NORFOLK HARBOR AND CHANNELS, VIRGINIA,
LONG - TERM DISPOSAL (INNER HARBOR)
PRECONSTRUCTION ENGINEERING AND DESIGN
DISPOSAL AREAS CONSIDERED
NORFOLK DISTRICT, CORPS OF ENGINEERS
JUNE 1987

LIST OF PARTIES NOTIFIED

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SUFFOLK-NANSEMOND CHAPTER
IZAAK WALTON LEAGUE OF AMERICA
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EXECUTIVE DIRECTOR
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COMMISSION
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23601

CHAIRMAN
PENINSULA PLANNING DISTRICT
COMMISSION
[illegible] CUNNINGHAM DRIVE
[illegible]MPTON, VIRGINIA
23601

EXECUTIVE DIRECTOR
SOUTHEASTERN VIRGINIA PLANNING
DISTRICT COMMISSION
723 WOODLAKE DRIVE
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23320

WILLIAM T REILLY
ECONOMIC PLANNER
SOUTHEASTERN VIRGINIA PLANNING
DISTRICT COMMISSION
723 WOOKLAKE DRIVE
CHESAPEAKE, VIRGINIA
23320

TOTAL NUMBER SELECTED = 573

TOTAL NUMBER OF NOTICES = 705

PUBLIC SCOPING MEETING

CHURCHLAND JUNIOR HIGH SCHOOL
AUDITORIUM
4051 RIVER SHORE ROAD
PORTSMOUTH, VIRGINIA 23703

NORFOLK HARBOR AND CHANNELS, VIRGINIA
LONG-TERM DISPOSAL

THURSDAY, AUGUST 6, 1987
7:30 P.M.

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

LIST OF THOSE PRESENT

ARMY CORPS OF ENGINEERS

Colonel J. J. Thomas, District Engineer, Norfolk District, Corps of Engineers
Mr. Craig Seltzer, EIS Coordinator, Norfolk District, Corps of Engineers
Mr. Ronald Culpepper, Chief of Planning Division, Norfolk District, Corps of Engineers
Mr. Thomas Yancey, Project Manager, Norfolk District, Corps of Engineers
Mr. James Melchor, Chief Environmental Branch, Norfolk District, Corps of Engineers
Mr. Bill Brown, Chief Public Affairs Office, Norfolk District, Corps of Engineers
Ms. Diana Bailey, Editor of the District Tides, Norfolk District, Corps of Engineers
Mr. Bob Ogle, Chief of Plan Formulation, Norfolk District, Corps of Engineers
Ms. Helene Haluska, Sociologist, Norfolk District, Corps of Engineers

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Mr. Roland B. Geddes, Virginia Division of Soil and Water Conservation, 203 Governor Street, Richmond, Virginia 23219, Director
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Mr. William P. Wickham, SE Virginia Planning District Commission, 723 Woodlake Drive, Chesapeake, Virginia 23320, Physical Planner

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Ms. Sandra W. Whitley, Isle of Wight County, Isle of Wight Courthouse, Isle of Wight, Virginia 23397, Assistant Zoning Administrator

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Ms. Emily L. Brewer, 4611 River Shore Road, Portsmouth, Virginia 23703

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Mr. Bernard A. Hanes, 4742 River Shore Road, Portsmouth, Virginia 23703

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Mr. R. F. Lotz (No address)

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Ruth L. Nickerson, 4713 River Shore Road, Portsmouth, Virginia 23703

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Mr. James M. Patton, 4718 River Shore Road, Portsmouth, Virginia 23703
Ms. Lydia Patton, 4718 River Shore Road, Portsmouth, Virginia 23703
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Ms. Marie Rhodes 4734 River Shore Road, Portsmouth, Virginia 23703
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Ms. Marlene S. Thompson, 5088 Bay Circle, Suffolk, Virginia 23435
Mr. Thomas E. Thompson, 5088 Bay Circle, Suffolk, Virginia 23435

LIST OF OTHERS PRESENT (Continued)

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Ms. Sherry P. Tillett, 4773 River Shore Road, Portsmouth, Virginia 23703
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Ms. Teresa Zimmer, 4622 River Shore Road, Portsmouth, Virginia 23703

I N D E X

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COLONEL THOMAS: Ladies and Gentlemen, in order to have the people still registering seated we are going to start at 7:35 so we are going to wait five minutes so everybody will have an opportunity to register and take a seat.

Thank you.

We will now ask James W. Holley, Mayor, for opening remarks.

MAYOR HOLLEY: Thank you very much, Colonel Thomas.

Ladies and Gentlemen, my fellow citizens have come here tonight for a very important meeting, a meeting of great significance to Portsmouth community's growth and development. We have a very stable community.

What has been referred to as Craney Island, we certainly don't want to be extended, something made out of a very limited waterfront that we have now, essentially some expansion to the west, perhaps a heavy encroachment. This would mean a devaluation of the property values and certainly a loss of the tranquility and quality of life.

So we take this opportunity to say to the citizens of Portsmouth, that is to the Portsmouth families, there would be other forums available to us, but

I think your success is in making known and dramatizing our objection to the expansion to Craney Island, we do so in a consistent form. In those hearings, those other opportunities for the citizens to come together to unify in an effort to keep the quality of life in Portsmouth as we would hope we would always enjoy.

Thank you so very much for your presence.

COLONEL THOMAS: Good evening, Ladies and Gentlemen. I am Colonel Joe Thomas, District Engineer for the Norfolk District, Corps of Engineers.

Tonight we are here to tell you about a study on dredged material disposal that the Norfolk District is conducting in cooperation with the Virginia Port Authority, and to give you an opportunity to express your views, concerns and suggestions.

I would like to emphasize that we are here tonight to gather information and not to address specific questions concerning alternative disposal plans. The purpose of this meeting is to listen to you so that we can evaluate and screen the various disposal plans.

I would like to thank the Portsmouth Public Schools and Mr. Robert Little, Principal, here at Churchland Junior High School, for making this facility available.

As you entered you were asked to fill out an attendance card which will serve three purposes: first, to record your presence here; second, to add your name to our mailing list for information on the study's progress; and third, you may use your card to indicate if you want to speak. If you have not filled out a card please raise your hand and one of my staff will see that you get one. I see a couple of folks out here.

At this time I would like to recognize several local dignitaries that are in the audience. You have already heard from our mayor, Dr. Holley. George Hanbury, City Manager, he is here, and J. Herbert Simpson, City Councilman, and Jane Faircloth, representing Norman Sisisky from the 4th District.

This evening I will provide a brief overview of our study -- will somebody turn that on back there? It looks like it's not. There we go. Thank you.

This evening I will provide a brief overview of our study including some of the alternatives that we plan to consider and then open the meeting for public comment.

As I previously stated, the subject of our meeting this evening is the disposal of dredged material.

Even more specifically, we are

addressing long-term disposal needs, problems and solutions for periods of twenty-five to fifty years in the future.

Our general study area or area of concern is the port of Hampton Roads. Hampton Roads is a rapidly expanding region whose economy has historically depended upon port and related activities. The natural benefits of size, location, and ocean accessibility are responsible for the substantial commerce enjoyed by the port of Hampton Roads -- one of the most important harbor complexes in the world. With the added presence of major Naval facilities, the port serves a significant role in our national defense. Thus, it is critical that we maintain and improve our navigation channels.

Currently there are two designated disposal areas for the Hampton Roads area. First, the Dam Neck Ocean Disposal Site, which is a permanent open water site located about four miles off Virginia Beach. It can receive dredged material from channels in the lower Chesapeake Bay and the new Atlantic Ocean Channel which will be necessary when the port is dredged to fifty-five feet. In fact, material from the fifty foot outbound deepening of Thimble Shoal Channel is now being deposited at Dam Neck.

At this point I should also mention that we have performed studies of the Norfolk disposal site

located about seventeen miles east of the mouth of Chesapeake Bay. Although this site has not been permanently designated, we feel that it could be approved as an alternate open ocean site if the need ever develops.

Our other primary disposal area is Craney Island located inside the harbor area.

Craney Island is a confined site constructed by the Norfolk District during the mid 1950's. It is approximately two miles by two miles or twenty-five hundred acres in size and is situated in the center of dredging activity. Since it's construction Craney Island has served as a valuable and economical disposal area. It was originally designed to hold 100 million cubic yards of material. However, due to compacting of the underlying marine clay layer it now contains about 170 million cubic yards and is now at it's original design elevation of seventeen feet above mean sea level.

Our 1980 feasibility report on "Norfolk Harbor and Channels, Virginia, Deepening and Disposal" addressed the need for and feasibility of deepening the major channels serving Hampton Roads. The report recommended a fifty-five foot project. In addition, the report addressed disposal and evaluated numerous alternatives for expanding or replacing Craney Island.

Based on our studies and the results

of a State task force on disposal, the Norfolk District recommended construction of a six thousand acre confined upland site in Suffolk. The plan involved pumping dredged material ten miles from a rehandling area in Craney Island to the Suffolk site. During the review of this report the Board of Engineers for Rivers and Harbors, one of our most important review levels, recognized two developments regarding the disposal of dredged material.

First the Norfolk District was studying and developing a management plan for Craney Island to extend it's useful life. This work was performed under authority of Section 148 of the 1976 Water Resources Development Act which directed the Secretary of the Army to minimize the need for new disposal sites by developing management plans to extend the lives of existing sites. With assistance from the Corps Waterways Experiment Station in Vicksburg, Mississippi, a management plan to extend the life for Craney Island was developed.

Shown here is a recent look at the three subcontainments at Craney Island. The management plan, which became operational in 1984, involves compartmentization, dewatering and raising existing levees.

In addition, studies were conducted to designate the Norfolk disposal site as an open ocean disposal area. These studies involved testing material

throughout Hampton Roads to determine it's suitability for ocean disposal. These studies revealed that the majority of the material west of the Hampton Roads Bridge Tunnel did not have to be confined, as previously believed, but was acceptable for ocean disposal.

The Board also noted numerous unanswered environmental questions and considerable local opposition to the Suffolk site. Therefore, it concluded that the Suffolk site should not be recommended at that time. Instead the Board recommended ocean disposal for all suitable material from the deepening and Craney Island for disposal for material not suitable for open water disposal. Furthermore, the Board recommended that a postauthorization planning study be conducted concurrently with the deepening to identify an acceptable, economical and environmentally feasible long-term disposal plan.

Now that the deepening of Hampton Roads has been authorized by the Water Resources Development Act of 1986, we are funded to conduct a long-term disposal study in accordance with the Board's recommendations.

At this point I would like to emphasize that disposal is traditionally a non-federal responsibility and the Commonwealth of Virginia, acting through the Virginia Port Authority, is the local sponsor

for the Hampton Roads deepening project. Therefore the Commonwealth has a direct interest in this study.

In fact the Port Authority is a partner in this effort and will even be required to share the cost of this study during future elements of the deepening project that require a new disposal area. The study will be responsive to the needs and desires of the Commonwealth. Of course the Corps and the Commonwealth must be sensitive and responsive to the concerns of all interested parties, including those concerns expressed here tonight.

Let's now focus in on the long-term disposal problem.

As I previously mentioned, the Dam Neck Ocean Disposal Site is available for material from Thimble Shoal and the new Atlantic Ocean Channels. We also have the possibilities of designating the Norfolk site, if it becomes necessary, and of using suitable sand for beach nourishment. Therefore, we do not have any immediate disposal problem in the lower bay and ocean area.

On the other hand there is a potential problem developing in the inner harbor area. The inner harbor is the area west of the Hampton Roads Bridge Tunnel. With the implementation of the Craney Island Management Plan and the existing deposition rate of about 4

to 5 million cubic yards of material annually, Craney Island could last another twenty-five to thirty years. Even with the fifty foot outbound element of the deepening, it's life will only be reduced by about two to three years.

The problem surfaces with the fifty-five foot project. With construction of the entire fifty-five foot project and disposal of material from the Norfolk harbor channel and the channel to Newport News onto Craney Island, there is a significant increase in the normal annual deposition rate. This increase severely reduces the effectiveness of the management plan and would likely eliminate further use of Craney Island as a disposal area because the raised levees could not be stabilized.

For this reason our long-term disposal study will initially address only the inner harbor area.

Our study objectives are: to address the long-term disposal problem facing Hampton Roads; and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan.

At this time I would like to briefly mention some of the alternatives that we plan to consider in the study. Most of these conform to those that were evaluated during the previous feasibility study on Norfolk

Harbor and Channels, Virginia, deepening and disposal. They include: a. a confined site in Willoughby Bay; b. a confined site off Ocean View; c. a confined site in the Chesapeake Bay; d. open water disposal in the Dam Neck Ocean Disposal area; e. open water disposal in the proposed Norfolk Disposal site; f. a confined site in the horseshoe area off Buckroe Beach; g. a confined site on Hampton Flats; h. a confined site at Ragged Island; i. an upland confined site in Suffolk; and j. expansion of the existing Craney Island.

With regard to the expansion of Craney Island we plan to look at six possible schemes. These include: a maximum expansion to the north and west; a smaller expansion to the north and west; a maximum expansion to the west; an expansion cell to the north; an expansion cell to the west; and a larger expansion cell to the west. We will also give consideration to truck hauling material from Craney Island to abandoned borrow pits and even hauling material to abandoned mines west of the Tidewater area.

Consideration will be given to the proposed New Port Island project, a four hundred acre site off Newport News.

Finally, we will treat dredged material as a resource, whenever possible, and identify

beneficial uses of this material in developing a long-term disposal plan.

All viable alternatives will be evaluated in terms of engineering, economic, environmental and social issues. Based on this formulation process a recommendation for long-term disposal of inner harbor material will ultimately be made. This recommendation will, of course, have to be acceptable to the Commonwealth of Virginia as local sponsor of the deepening project.

This study is a feasibility scope study which means it will reflect a sound planning approach and be detailed enough to reach conclusions that can be supported throughout the implementation process. A draft report, including draft Environmental Impact Statement is currently scheduled for coordination in September, 1989 with a fully coordinated final report and Environmental Impact Statement planned for July, 1990.

Due to the very sensitive nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is important that we participate early in the planning process for developing new sites. Therefore, we are conducting this scoping meeting to give you the opportunity to express your views and concerns about alternatives we plan to consider as well as to solicit your suggestions on other plans that may need to be

addressed.

I want to emphasize once again that the purpose of this meeting is not to answer project related questions on specific sites. Instead, we will record your concerns and suggestions for consideration in our study.

Could I have the lights up, please?

Before I open the meeting for public comment I would like once again to ask the Mayor to come back here to make his opening remarks.

MAYOR JAMES W. HOLLEY, III: Thank you very much, Colonel Thomas. I am here this evening, Ladies and Gentlemen, to make a brief statement on behalf of the Portsmouth City Council on the Portsmouth family, those citizens of which we represent.

Council's position is that it strongly opposes any further expansion of Craney Island, period, but more importantly, any expansion to the west.

The City believes that it is unacceptable at this time and in the future to extend the disposal area in front of dozens of waterfront homes whose property values are predicated and based upon their proximity to and view of the water.

If I might digress for just a second and indicate that this is not a new community in

Portsmouth, it is well established of persons who have made a lifelong commitment to the establishment of a quality of life in which those persons who reside there continue to enjoy. So we believe that that encroachment, any infringement that would take away the real estate values of these respective homeowners that have accrued over the years creates a harsh hardship of one who continues to be good about being approximated to the Craney Island disposal.

We would like to say that the expansion of Craney Island would create also a significant economic environmental cost which would be imposed on Portsmouth and it's citizens. Unfortunately these costs have never been identified. We would like to hopefully think that in that study you would in some way apprise Portsmouth finally of what it's going to really cost us to coexist with Craney Island.

On July 28, 1987 Portsmouth City Council adopted a resolution opposing any further expansion of Craney Island. I have brought a copy of this resolution here this evening. I would like to take this opportunity to read it and present it as a matter of the record.

A resolution expressing the opposition of the Council of the City of Portsmouth to the expansion or prolongation of the use of Craney Island as a

disposal area.

WHEREAS, the Army Corps of Engineers has served notice that in cooperation with the Virginia Port Authority it will conduct a study to develop an environmentally and politically acceptable, technically feasible, and economical long-term plan for the disposal of dredged materials from the inner-harbor area of Hampton Roads; and

WHEREAS, alternative plans which are under consideration include the expansion of Craney Island as a disposal area; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and it's ultimate development is vital to the economic vitality of the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed by resolution it's opposition to the expansion or unnecessary prolongation of the Craney Island disposal area.

We feel as a council that time is now of the essence, the time is before us of which some solution should be in a sense made available to the citizens of Portsmouth so that repeatedly, not other as we exist now, but generations to come which still in a sense have that veiled threat that we do not know what ultimately

will be the fate of Craney Island and how it would dreadfully affect those residents with their valuable real estate properties.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia that it steadfastly reiterates it's opposition to the expansion or unnecessary prolongation of the use of Craney Island as a disposal area and expresses it's intention to enunciate it's position at such time and in such forums as appropriate.

BE IT FURTHER RESOLVED that the City Manager and City Attorney are directed to monitor the study with full authority to take whatever steps are necessary to express the Council's position at such time and in such forums as they deem appropriate and that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the appropriate authorities.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held July 28, 1987.

We would like to acknowledge the presence of the Honorable Jack Barnes. He is present here tonight and inadvertently when Councilman Simpson was introduced it was not acknowledged that he was present with us.

And I would like to share with the

public at large as well as the Army Corps of Engineers that the office of Norman Sisisky has been in touch with the Mayor's office. He represents the 4th Congressional District and has advised us he will come to the site on Monday and tour it with our City Manager. I am almost certain his office would be available to any citizens regarding this matter.

Once again we are delighted to have this opportunity to represent Portsmouth.

Thank you.

COLONEL THOMAS: The remainder of the presentations, I am going to ask Mr. Roland Culpepper, our Chief of Planning, to call on the speakers as they have signed up. And once again I remind everybody if you didn't get a card and you do want to make a presentation it's not too late. One of our folks will get you a card so you can make your presence known.

MR. CULPEPPER: We would like to request that when you come forward to speak that you clearly state your name and who you represent for the recorder.

The first speaker tonight is Mr. Lawrence Howes.

MR. R. LAWRENCE HOWES: My name is R. Lawrence Howes and I am chairman of the Craney Island Study

Commission for the City of Portsmouth. The Commission was appointed by the City Council and it's responsibilities include of being knowledgeable of studies on the disposal of dredged materials from Hampton Roads, and particularly as they relate to Craney Island, and further to recommend positions and courses of action to the City Council regarding the future of Craney island.

And first I would like to state that the Study Commission strongly supports the resolution that was read by Mayor Holley. The Commission is currently updating it's knowledge by reviewing various studies that have been made by the Old Dominion Department of Oceanography and others. After additional study on our part we would like the opportunity for further discussions with the Corps.

It's our firm conviction that there are other viable alternatives to the expansion of Craney Island and before we comment on it we do want to make some additional studies.

The one major point I want to recommend tonight is that your study of economics, we ask that you look further to the cost of the Corps of dredging and operating a disposal area. The study has shown that Craney Island is developed to the seventeen-foot level and we believe that the economic gain to the region and the

State and the Nation in the development of Craney Island is sizeable. In contrast raising Craney Island to the thirty-foot level as has been discussed negates that gain, The soil instability at that level makes Craney Island undevelopable.

In like manner westward expansion makes an economic loss to the City and it's River Shore residents. So I am only making one point tonight, Colonel, I am urging that in your economic study you look further than the cost to the Corps and give serious consideration to the economic potential from the development of Craney Island.

Thank you.

MR. CULPEPPER: Mr. Jack Barnes.

MR. JACK BARNES: I don't have any great wisdom to add to the resolution that was adopted by the Council but I want all of you in this room tonight, many of you may not have lived in Portsmouth that long, we have been fighting this thing back since the '60s and particularly the early '70s. We have taken positions, strong positions, passing resolutions every time we turn around and it appears that they keep coming back to Craney Island.

Mr. Howes I believe has expressed very well tonight the economic benefit to not only the City

of Portsmouth, to the State of Virginia and the Nation, and we feel that that would far offset any additional costs that may be needed to take the disposal of this material to other places.

The City of Portsmouth at the present time has approximately sixty percent of it's property non-taxable. We have more non-taxable property percentage-wise than the Nation's capital. We cannot continue to allow land that is available to us to be delayed as far as economic development is concerned. We need it now as soon as we can get the material going other places and this disposal site can dry out and we can start development. We would like to work with anyone in the development of this site but we want it for taxable purposes.

Thank you.

MR. CULPEPPER: Mr. Robert Gray.

MR. J. ROBERT GRAY: Colonel, my name is J. Robert Gray. I am a Portsmouth City Councilman and I am opposed to the continued expansion of the Craney Island site. We in the City of Portsmouth are looking for the expansion of our tax base and the improvements of our City. We feel this would be an infringement on the citizens of River Shore Road area and the citizens of Portsmouth.

We would ask you, please, to look for other sites.

Thank you.

MR. CULPEPPER: Stephen Hunley.

MR. STEPHEN R. HUNLEY: Colonel, my name is Steve Hunley, I represent the City of Newport News. We have an interest in the dredging of the disposal a little bit different than the citizens of Portsmouth.

And as you probably know the City has had an interest for some time in the development of the off shore island, Hampton Flats. We would like to encourage you to take a hard look at that site as well as the other sites, paying particular attention to some of the environmental concerns that have been expressed in our studies and others, particularly the water circulation patterns in the James River, the Hampton Roads area, and how they impact on the seed oyster beds in the James River up near Fort Eustis, and if possible to encourage the Corps of Engineers to employ a three dimensional model of the harbor in the environmental study. The studies that have been done have employed a two dimensional numerical model. We don't think those accurately reflect what may or may not be going on in the impact to it's oyster beds.

At the same time the City feels like the dredged material that is going to be cut out of the harbor is a public commodity, owned by the cities of Virginia, and where possible that material should be put to

economic use. A lot of pros and cons about where it should go. We personally don't think that the disposing of valuable land should be taken, such as Dam Neck, when it can be put to an economic use somewhere in the community of Hampton Roads.

We would like you to take a look at it from both sides of the fence, both economically and environmentally and try to find an appropriate method for balancing the impact in carrying out your study.

Thank you.

MR. CULPEPPER: Douglas Caskey.

MR. W. DOUGLAS CASKEY: Colonel Thomas, Mr. Culpepper and members of the Virginia Port Authority. I am W. Douglas Caskey, Director of the Community Development for the City of Suffolk. I am here tonight representing the City Council of the City of Suffolk at the direction of Mr. John Rowe, the City Manager.

Tonight I intend to read into the record correspondence that was forwarded previously to Colonel Thomas, Corps of Engineers, dated July 17, 1987. This represents a statement in reference to the study being initiated by the Corps of Engineers in conjunction with the Commonwealth of Virginia to address long-term disposal alternatives associated with the deepening of the port of

Hampton Road.

The City of Suffolk would like to clearly articulate it's concerns regarding the following alternatives being considered as potential spoil sites:

A six thousand-acre upland site within the City of Suffolk; and, the westward expansion of Craney Island, in terms of these sites as potential disposal sites.

This position statement as being presented, the Council of the City of Suffolk at public hearings held on April 18, 1977, March 21, 1980 and April 10, 1980 relayed it's profound opposition to the utilization of the upland Suffolk site as a disposal area. For the further purposes of reference attached to this statement are copies of the City Council's previous position on this alternative, including a resolution adopted on March 5, 1980.

The purpose of this letter and the purpose of my being here tonight is to formally advise that, at it's meeting of July 15, 1987, the City Council of the City of Suffolk unanimously reaffirmed it's position to adamantly oppose the disposal of dredged spoil materials at any location within the City of Suffolk. Due to the potential adverse impacts associated with the westward expansion of Craney Island, the City Council further

directed that I also advise you of it's opposition to this specific disposal alternative. Again, the City is opposed to any disposal location within the City of Suffolk, which includes the westward expansion of Craney Island.

Essentially, there is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of either of the above disposal alternatives. Attached to the statement are the various position reports and resolutions previously adopted by the City Council in reference to the body of the statement.

The statement was forwarded, again, to Colonel Thomas, dated July 15 of this year signed by Mr. J. L. Rowe of the City of Suffolk.

In closing, as noted previously, this will be the first of many forums and avenues that will be available to many local governing bodies and interested citizens to present their positions to the Corps of Engineers, and certainly the City of Suffolk will make it's position available to the Corps of Engineers.

Thank you.

MR. CULPEPPER: Sandy Whitley.

MS. SANDY WHITLEY: Good evening, Ladies and Gentlemen. My name is Sandy Whitley and I am here this evening representing the County Administrator and

Board of Supervisors of Isle of Wight County.

The County has had the opportunity to review the Corps' initial proposal for the designation of dredged spoil disposal sites and is most concerned that the Ragged Island area is under consideration.

At the meeting of the Board of Supervisors July 30, 1987, the Board voted unanimously to strongly object to any proposal for the Ragged Island area to be used as a site for dredged materials from any source. The sensitive environmental nature of the area, and it's natural esthetics should preclude any serious consideration by the Corps for such use.

There are undoubtedly other areas that would be more suitable for disposal sites and that would not have such significant negative environmental impact. The Isle of Wight Wetland's Board has also voiced their objection to the Corps' proposal for the Ragged Island area.

The County appreciates this opportunity to express it's views on this matter and strongly encourages the Corps to completely delete the Ragged Island area from any and all consideration as a disposal site. Thank you.

MR. CULPEPPER: Douglas Powell.

MR. J. DOUGLAS POWELL: Colonel

Thomas, Mr. Culpepper and the Virginia Port Authority, I am J. Douglas Powell, Chairman of the Portsmouth Planning Commission. I would like to present a resolution from the Planning Commission after which I would like to make a few personal observations.

WHEREAS, the Portsmouth Planning Commission's charge is to assure the orderly development of the City's land use through a comprehensive planning approach and initiative; and

WHEREAS, the dumping of dredged materials in an expanded Craney Island would adversely affect the value of property and the quality of life in the River Shore Road area; and

WHEREAS, the Planning Commission supports ocean dumping of dredged materials that are not requested by local jurisdictions; and

WHEREAS, the Commission endorses City Council's adopted resolution of July 28, 1987, expressing it's opposition to the Corps of Engineer's plans to elevate and/or expand Craney Island disposal area; and

NOW LET IT BE RESOLVED, that the Planning Commission requests that the Corps of Engineers develop an environmental impact statement for the Craney Island disposal area to include the definition of existing soil types and chemical spoil types as well as the

feasibility of development potential of Craney Island at it's present status; and

NOW LET IT BE FURTHER RESOLVED, that the Portsmouth Planning Commission requests that background studies be made by the Fish and Wildlife Service, Environmental Protection Agency, Old Dominion University and the Virginia Institute of Marine Science.

Respectfully submitted, J. Douglas Powell, Chairman.

Craney Island disposal area consists of approximately four square miles within the City limits. If considered a part of the Portsmouth land area the City's acreage would increase about thirteen percent. Such a potential resource is viable to the continued growth and economic health of the City.

Possible future uses include port related activities, light industrial and recreational use. Most such uses would not be feasible until many years after use as a dredge disposal area.

The Corps of Engineers has considered only the cost of developing and operating the disposal area. Other impacts to the City, region and State and Nation, including loss of possible jobs and taxes have never been adequately considered. Extension of Craney Island especially to the west would seriously decrease the

desirability of the River Shore neighborhood resulting in a considerable reduction of property values and tax values. There are potential health concerns with the concentration of fill material which include various toxic materials.

Thank you.

MR. CULPEPPER: Patricia Jackson.

PATRICIA A. JACKSON: Good evening, Colonel Thomas, members of the audience.

I am Patricia Jackson, I am with the lower James River Association. We are a group of eight hundred riparians and friends of the lower James River who live along the tidal portion of the James River. The goal of our association is to preserve the scenic, the environmental, historic and recreational characteristics of the tidal portion of the James River consistent with orderly development.

We have several concerns about the potential site under consideration for long-term disposal of dredged spoil material in the Hampton Roads area. We are particularly concerned about the potential environmental impact of such disposal.

Specifically there could be severe negative impact on the wetlands of the lower James River. These wetlands serve as vital habitat areas for aquatic life and wildlife.

This is particularly true of the Ragged Island area in Isle of Wight County. This is a designated wildlife land area which is owned and managed by the Virginia Department of Game and Inland Fisheries. Ragged Island contains over thirteen hundred acres of tidal wetlands which are predominantly classified by the Virginia Institute of Marine Science as Group I wetlands. According to them Group I marshes have the highest values in productivity in wildlife utility and are closely associated with fish spawning and nursery areas.

They also have high values as erosion inhibitors and are important to the shellfish industry and are valued as natural shoreline stabilizers. Group I marshes should be preserved.

We also have concerns about the potential impact of New Port Island and the use of dredged disposal for that potential site. As I am sure you are aware the Virginia Institute of Marine Science has conducted studies and found that the circulation patterns would be severely impacted if New Port Island were located where it was disposed of.

The circulation patterns of the lower James River area make it prime seed bed oyster ground throughout the Chesapeake Bay and we would advise you to take that into consideration as you consider that site as

well.

We hope you will continue to involve some of the environmental and conservation groups in this area and perhaps it would be useful to set up an advisory committee so that we could continue to follow the progress of this study rather than have to react to the environmental impact study after it has been done.

Thank you.

MR. CULPEPPER: George Curtis.

MR. GEORGE H. CURTIS, III: My name is George Curtis, I am Vice President of Engineering and Facilities for the Norfolk Shipbuilding and Drydock Corporation and I feel somewhat out of place, because I have stepped into something of a hornet's nest here.

All I wanted to do was to address the third sentence in your first paragraph, the need for and feasibility for developing a long-term plan.

Yes, Ladies and Gentlemen, it is necessary on behalf of the thirty-four hundred employees of Norfolk Shipbuilding and Drydock Corporation that we do have to dredge, we do have to dredge around our piers and under our floating drydocks so we can bring the U. S. Navy vessels and what commercial vessels there are left into our shipyard to gainfully employ those people.

We would like and respectfully

request that two considerations be taken in the long-term study. One is the accessibility of a disposal site and to minimize the costs that are involved and having to dredge to maintain the livelihood of it's valued employees. And secondly, and of course this is really preaching to the choir, to take into consideration the environmental effects.

Again let me thank you for the opportunity to speak. I have no quarrel whether it's Craney Island or where, the only thing we ask the Corps to look at all the aspects which I am sure they will. Thank you so much.

VOICE FROM THE AUDIENCE: Why don't you put it in your backyard and John Roper's backyard?

MR. CULPEPPER: Robert H. Barnes.

MR. ROBERT H. BARNES: Colonel Thomas, Ladies and Gentlemen, my name is Robert H. Barnes and I represent the Merrifields Civic League of the City of Portsmouth and I am here tonight on behalf of the Merrifields Civic League to urge you to consider another area for your dredge soils, not Craney Island.

We do not recommend expansion north, east, west or up. There are many reasons for our request along with what has been mentioned here tonight. The one main reason for the Merrifields area would be the level of

life that we have enjoyed for so many years.

We have for many years tried to build the City of Portsmouth into an ideal city into which residents might enjoy the better parts of life and we do not want it to be a dumping site for various items. Once the site is opened for your spoils it could conceivably be used for other materials. I would surely hate some day to hear about a barge loaded with fifty thousand tons of garbage anchored off Craney Island waiting for permission from the Corps of Engineers to unload.

We must not for many reasons reopen Craney Island for dumping of any materials. You must consider tonight the request of the City of Portsmouth to own the area and put to use as a tax generating area. We could turn it into an area that any City would be proud to have in their city limits. It could some day be a garden instead of a barren dunghill. Find another area for your spoils and not Craney Island.

Thank you.

MR. CULPEPPER: Ernest A. Morgan.

MR. EARNEST A. MORGAN: Colonel Thomas, and Ladies and Gentlemen. I don't envy you one bit. You will find a thousand objections and no solutions to your problems tonight.

Recently Willoughby Beach received a

half a million cubic yards of compatible sand from the navy dredging pier eleven. The Ocean View area received three hundred thousand yards out of Little Creek. That too was compatible sand. It will take more, all you can give us, along that entire seven and a half mile bay front.

Dumping anything but compatible sand along the ocean front would be intolerable and certainly it would fill in Little Bay. The Navy filled in about one third of it during World War II and God knows we hope you don't finish off the project during your tenure here or your successor.

We recognize that you must dispose of the mud and sludge that is being dredged from the Elizabeth River and Hampton Roads and your concerns are real and they do deserve a solution. We hope that you will engage State and National agencies to find a solution other than those here tonight.

Thank you very much.

MR. CULPEPPER: Wayne Brown.

MR. WAYNE BROWN: Colonel Thomas, I am Wayne Brown with the Cottage Lane Civic League.

As the name would imply that is a neighborhood of beach cottages that is located in the central part of Ocean View pretty much where your spoil site is located on our map. It's an old neighborhood that

has been undergoing somewhat of a renovation recently and it also is a neighborhood that has a viable beach. It's sort of ironic, Time Magazine this week has a cover article that says Our Vanishing Beaches. We are fortunate in that we have one of the beaches that is not eroding. You can come out almost any day during the summer and enjoy boating, crabbing, swimming. And it would be quite unfortunate to take such a resource and condemn it for a spoil site for anything other than of course sand, which of course is always welcome.

You've heard a great deal about the environmental impact. As the gentleman from the shipyard says we all recognize there is an economic impact. One thing they seem to be missing is a people impact. As long as there are viable alternatives that don't impact on the daily lives of people it seems like why should people be burdened.

Those of us that live along the water are cast into a sea of uncertainty, as you do your many months and years of study. And that's very unfortunate and very unnecessary. Why do that as long as there are other viable alternatives that are not going to have a people impact? Thank you.

MR. CULPEPPER: Tracy Eanes.

MS. TRACY EANES: Colonel Thomas, my

name is Tracy Eanes and I am with Espey, Huston and Associates. We are currently conducting a study on the shoreline processes for the City of Hampton and I am here tonight on behalf of the City of Hampton and Tom Daniels. We would just like to make this statement for the record.

The City of Hampton would be interested in entering into negotiations for any portion of this material which may be suitable for nourishment material. I realize this may be premature, depending on the results of the upcoming study by the Virginia Beach Marine Science on certain characteristics of this area. And we understand those will be conducted in the fall and winter of 1987 and '88.

This statement, we just wanted to make it to reiterate a statement which was entered as a form of correspondence from Mr. Daniels of the City of Hampton.

Thank you.

MR. CULPEPPER: Robert T. Williams.

MR. ROBERT T. WILLIAMS: Colonel Thomas, Mr. Culpepper. I am Robert T. Williams, Sr., Vice President with Goodman Segar Hogan in Norfolk and I am here tonight representing our sales as a landowner of approximately six hundred fifty acres in Suffolk, CBI in Chicago with approximately two thousand acres and also

Dominion Resources of Richmond with approximately four hundred acres. The project we have assembled extending between Knott's Creek on the west and Hoffler's Creek on the east is known as Harbour View, a three thousand acre planned community in Suffolk at the joining of the Nansemond and James Rivers.

This planned community is planned to have approximately seventy-four hundred units of housing, approximately a mile and a half square feet of retail, golf course, marina, conference center, hotels and approximately two and a half million square feet of research development and high tech industrial departments. This master plan and planned community was approved unanimously by the City Council of Suffolk on April 15, 1987.

We therefore feel after reviewing your proposed expansion of Craney Island that on behalf of the two major land owners and ourselves, Goodman Segar Hogan, that we would have to strongly oppose the expansion of Craney Island due to the economic impact of the proposed planned community in Suffolk. We feel that the westward expansion would have an overall economic impact on the entire development as well as reducing the property values which would in turn would impact the tax base and in all probability destroy the basis for which the information to justify the project that was used for the City of Suffolk

in putting together our total cost and revenue projections.

Based on that we strongly oppose the use of Craney Island as the use of an expansion site for the future disposal of Hampton Roads.

Thank you.

MR. CULPEPPER: Howard Kangas.

MR. HOWARD E. KANGAS: Colonel Thomas, Mr. Culpepper, Ladies and Gentlemen.

I am here on behalf of the Armstead Forest Civic League and I am going to go ahead and read this and then we are going to submit our petitions.

We the residents of Armstead Forest in the northeast section of the City of Suffolk hereby go on record in opposition to the proposed extension of the Craney Island disposal site for the following reasons: 1, natural drainage for our area is dependant upon the open waterways of Hoffler and Skeeter Creeks. This proposal will not only take away the existing waterfront but will block the natural drainage that exists in this section of Suffolk. 2, we are in full support of our neighbors in the Respass Beach area who are in opposition to this proposal.

Thank you very much.

MR. CULPEPPER: Betty Jane Parker.

MS. BETTY JANE PARKER: Colonel

Thomas, I don't represent anybody except a member of River Shore Road.

I have lived on River Shore Road for almost thirty years. My children have grown up here and loved the water and now my grandchildren are coming along, putting their tentative little feet in the water, sitting on the deck and watching egrets slowly walking in the marsh grass or fish jumping one after another.

I came from a big city where only the extremely wealthy lived on a short strip of waterfront along St. Clair Shores in Detroit. So for a poor girl to be able to build a house on waterfront property was a dream fulfilled beyond my highest hopes.

Portsmouth is blessed with much waterfront and to spoil even a portion of it seems incomprehensible to me. I cannot understand why the Army Corps would even consider a spot well populated when it would hurt so many people, average income people, people who have invested a large portion of their holdings in this land.

It seems that there must be other spots to dump these spoils where people would not be hurt financially or psychologically. If those other dumping spots cost more in transportation expenses surely it would not compare with the cost of reimbursement for property

values, plus law suits and litigation. I cannot even conceive of the Army Corps reopening this issue when they know how the homeowners feel, how the civic leagues feel, not to mention the City of Portsmouth.

We hope that you will abandon this westward expansion of Craney Island so that future generations will be able to enjoy this beautiful area undisturbed.

Thank you.

MR. CULPEPPER: John Tuttle.

MR. JOHN TUTTLE: Let me say at the outset that I am one of the lucky ones, I live on River Shore Road.

First of all let me say that our Civic League was opposed to enlargement of the Craney Island disposal area in 1970, '72 and '74 and we continue to oppose it today.

Perhaps the Corps is not aware that for the past sixteen years federal, state and local bodies as well as the River Shore Civic League have all contributed toward making the area west of the Craney Island disposal area a water related recreational area.

In 1971 at a hearing held by the Southeastern Virginia Planning District Commission the Mayor of Portsmouth and the Director of the Portsmouth Port

and Industrial Commission recommended that the area directly to the west of the Craney Island disposal area be considered as a recreational area. The River Shore Civic League not only supported this recommendation but worked towards it's implementation.

For example, in 1971 we contacted the Virginia Department of Highways and expressed our concerns about the part of their plans for the I-664 crossing which showed a low trestle connecting the northwest corner of the Craney Island disposal site with the Nansemond site, now Suffolk. We believed that such a trestle would have severely restricted the future use of the west side of Craney Island for both recreational and commercial purposes. We don't imply that our concern was the main reason why this part of the I-664 routing was changed. However our position shows that we cared for this area.

In 1974 we appeared before the Portsmouth Parks and Recreation Commission and requested it's support in having this area in question be reserved for recreational purposes. The Commission agreed with our position and adopted a resolution in support, which was presented at the Corps hearing in 1974 in this very room.

In December, 1978 our league contacted the Virginia Department of Highways and the U. S. Coast Guard and pointed out that the area in question had

been free of boating accidents and that the low height of the planned I-664 trestle connecting the island at the south end of the tunnel with Suffolk would force small boats out into the busy and dangerous ship channels. We asked that this trestle contain at least one rise high enough to allow small boats, both commercial and recreational, to pass under. It is quite obvious that they wholeheartedly agreed with us because they kindly allowed us to select the location and height of the high rise that is now part of the crossing.

Our League is well aware of the economic importance of the harbor to the entire State and this is one of the main reasons why we so strongly oppose reducing the size.

During the entire seventeen years that the current dredged disposal problem has been under consideration the Corps and our Civic League have both expressed concerns about reducing the size of the harbor with dredge spoils.

This concern was also expressed at the very first hearing in 1970 by a representative of the Virginia Commission of Outdoor Recreation who stated that "here the present area of about four square miles is being used up at the rate of twenty to twenty-five years. -- One of these days we are going to arrive at the end of it

and then what will we do?"

Also at this hearing the Planning Director for the City of Norfolk expressed concern that the - quote - alternative disposal site within Hampton Roads could ultimately affect the size of the port by restricting maneuverability and space for anchorages."

The same concerns were expressed again at the Corps' 1974 hearing by a Virginia Pilot Association spokesman who stated that "Today there are twenty-four vessels anchored in Hampton Roads waiting to load coal. These twenty-four ships are anchored closer together than any prudent seaman would recommend." Also at this hearing both the Virginia Port Authority and the Hampton Maritime Association recommended an increase in the number of anchorages in Hampton Roads.

It is very obvious from the foregoing that we should not be reducing the size of our harbor. It is equally obvious that all of the dredge disposal sites in Hampton Roads in this century have been short-term solutions to a perpetual disposal problem.

With this thought in mind it appears we have two choices and they are both repugnant to us, either fill up the harbor or deposit the spoils in the ocean in a contained area if possible. The easiest and cheapest way is not always the best way to solve a problem.

It's easier and cheaper to let our garbage pile up in our kitchens but we don't. We pay to have it hauled away.

In closing, I would like to point out that during the entire seventeen years that these hearings have been going on not one -- not one -- elected official in the State of Virginia has supported the enlargement of the Craney Island disposal area.

Thank you.

MR. CULPEPPER: Clarice Johnson.

MS. CLARICE C. JOHNSON: Colonel Thomas and Mr. Culpepper.

I am Clarice C. Johnson, owner and resident of 5056 Bay Circle, Suffolk, Virginia. My home is located at Respass Beach on the waterfront of Hampton Roads. We have lived in our home for twenty years. The property was previously owned by my parents and now the fourth generation of our family is enjoying the variety of pleasures which are ours because of the location. To protect our property as well as the properties of our neighbors I feel compelled to speak to you in opposition to the westward expansion of the Craney Island landfill.

I will not attempt to quote facts and figures concerning the pros and cons concerning the landfill. Engineers and environmentalists qualified for such studies may do that. Rather, I hope to challenge you

to be more visionary in your planning, and ultimately in the selection of a site for the dumping of the dredge material.

I have no argument with the need for the deepening of the channels of Hampton Roads. The problem of dredging channels has existed for at least two centuries as this body of water became an attractive haven and port-of-call for merchant and military vessels. As ships became larger and capable of carrying more cargo the channels were deepened to meet their needs. However the disposal of the dredge material was done as a reaction to the need for deeper channels without much planning for the future, that is, until perhaps in the last thirty or forty years when the environmentalists entered the scene. Until then the dredge material had been spread on mud flats and marsh lands creating more desirable waterfront property for private and corporate development.

A contained landfill, such as the Craney Island site, seemed to be the answer to the indiscriminate dumping of the past. The concept offered a long-term solution for a vital need, with the least environmental effects. Whether it has been a long-term solution is questionable. Fifteen to twenty years is not long-term when considered in light of a port with a history of over two hundred years.

Environmentally acceptable? Well, the specialists will have to answer that question. But I can speak as one who has watched the change. The rate of erosion to our beach front has increased as the water currents and wave action has been altered. In twenty years we have lost approximately fifty feet of our beach and marshland. The river bottom has changed from firm, hard sand to a mucky ooze. And if you happen to be in the path of the prevailing wind you wonder if the City dump is nearby.

I question the feasibility of the landfill concept. A port on the west coast has learned, almost too late, the inadequacy of the idea. I refer to the San Francisco Bay. In the late 1960's the State of California was faced with the same problem with which we are concerned today. A study of their Bay revealed that in just one hundred years they had managed to reduce the size of the Bay from six hundred and eighty square miles to only four hundred and thirty-five square miles. They found thirty garbage and refuse dumps; mud flats littered with debris; three hundred sewage and industrial waste pipes; tidal land filled for warehouses, parking lots, airports and housing developments. Seventy percent of the harbor waters was less than eighteen feet deep.

As a result they had the problems of

water pollution and smog caused by environmental and climactic changes. They decided to do something about the situation and organized to do so. It would be interesting to see such a study of our area. No doubt we would find many similarities between the two harbors. They found that the use of the landfill concept had created more problems than it had helped.

I point this out to emphasize that we cannot continue to react to the present need, or even to the projected needs for the next twenty or thirty years. We need to think in terms of one hundred years or more. If you do so you will realize that the landfill concept is not adequate. If you do so you will realize that none of the designated disposal sites in the so called "inner harbor" can be justified.

Now I am not so naive as to deny the economics of such a venture. I know that it costs money to operate a port. The construction and maintenance of the channels are but a part of this cost.

A recent article in the promotional section of the Virginian Pilot-Ledger Star vividly explains the vital role the port and cargo terminals play in the overall economy of the State, not just this area. It briefly describes the competition we have with other ports such as Baltimore, Philadelphia and New York.

Because the State government is aware of the statewide economic ties to the harbor, the Governor and the General Assembly have taken action to promote and improve the port. After a ten-year study on cost sharing the State and Federal governments have reached agreement for deepening the channels. This construction started in March of this year on a fifty-fifty cost sharing basis. And the Federal government, realizing the need of financial assistance to the States for maintaining the channels once constructed enacted in April, 1987 a law permitting the levying of a users fee on each ocean carrier entering port. As you know, this fee is based on the value of cargo loaded or discharged at the port. It is put into a U. S. Trust Fund specifically designated for harbor maintenance.

These actions by both the Federal and State governments are encouraging and may to some extent assist you in the selection of a disposal site. Cost of moving the dredge material to the disposal site is one of the factors to be considered in the selection of a site. Knowing, however, that revenues are now available from the Federal and State governments as well as the ocean carriers will allow you more latitude when estimating the cost factors over a longer period of time. Remember that short term, cost saving measures may not prove to be the best in long range planning and benefits.

So I challenge you to be visionary in your planning. Preserve the harbor and it's tributaries. Protect it from landfills which can only reduce it's natural ability to flush itself and scar it's beauty. Think creatively, not just to meet the existing needs for the present, but for the century to come.

Remember as long as ships ply the seas from port to port channels will have to be dredged to accommodate them. The disposal of the dredge material has been a problem in the past, faces us now, but will continue into the future with no end in sight. Let history say of us that we had the wisdom to foresee this endless need and took steps to cope with it.

And then, Colonel Thomas, at previous public hearings the public was afforded the opportunity to address questions to the panel and have the panel respond. I understand and appreciate the fact that this procedure would not be feasible until you have updated the studies and findings on the several proposed sites.

However, once this data is compiled, and before the Corps makes it final recommendation, I request that another public hearing be conducted in which citizens and other interested parties will be able to address questions to the panel and receive responses.

Thank you.

MR. CULPEPPER: Mrs. James Collier.

MRS. JAMES C. COLLIER: I am Mrs. James Collier and I reside on the waterfront at Respass Beach too, in Suffolk. How many people know where Suffolk is? Tonight I felt kind of lonely when Mr. Caskey mentioned it. We are the progressive City just beyond the Portsmouth line. If you people don't think it's pretty in Respass Beach come down and see us sometime.

The Norfolk Corps of Engineers, Colonel Thomas and Staff, Subject: Public Hearing, Portsmouth, Virginia; alternate spoil areas with special reference to the opposition to the westward extension of the present Craney Island landfill. I have here a copy of my remarks and I will present it to you to become a part of the record.

We are again, thankfully, experiencing democracy tonight, being privileged to air our views on the welfare and protection of our area.

Certain axioms bear mentioning here. Time waits for no man and passes far too quickly. Every day there are far reaching changes, internationally, nationally, locally and even personally.

Then, also very true, is history repeats itself, sometimes quickly, often times slowly. Tonight we are here to discuss and review issues, causes

and effects, which are all or mostly all history in repetition. That is, what to do with the dredging spoil from the channels of the rivers and harbor of Hampton Roads. This question began to be seriously addressed in 1942.

The people of our area are primarily concerned and opposed to any extension of the Craney Island landfill. Hence, we find ourselves again exactly where we were back in 1970-1972.

Numerous studies have been sponsored by the Army Corps of Engineers, pro and con, information gathered from bureaus, agencies, municipal and state governments, expert authorities, and, yes, even individuals like you and me. As we examine the same facts it appears that there has been much time, effort, and money spent, yet accomplishing very little.

The same disposal sites reviewed in the study of 1972 are now being gone all over again. Over the previous sixteen or seventeen years the detrimental ecological, environmental, economical, recreational and esthetic effects were presented. Certainly over the years they have not improved, but in many instances have compounded.

Then, may I ask, why in the name of common sense must we be repeatedly subjected to these

actions every fifteen years or so? If this were a ten or even fifty year problem to be terminated a different approach might be acceptable. Here we have a necessity to be dealt with that will not be around just twenty-one to thirty years, the projected life use of the westward extension in a 1972 study, but a continuing necessity that will be here as long as there are rivers and a Hampton Roads harbor, as long as ships ply the ocean bringing commerce from all over the world, as long as we maintain a mighty Naval force. You or I cannot begin to guess how long that will be.

In these days of inflation we must pay dearly for everything and even then we pause to question, do we get value received? We will agree that the cheapest price is rarely ever the most economical.

Let us look at the ocean disposal by conventional methods. In the 1972 study it was number six in cost of disposal per cubic yard. But here is the clincher. It was the only one, and I repeat, the only one of the nine proposed sites that had an unrestricted useful life span. Let me say it is a monstrous problem, a costly problem that will not go away, and I add there is a great big ocean out there. Of all the plans considered to date this is the only one that truly furnishes a solution and not just a delaying process.

circulation patterns of the lower James River and Hampton Roads, thus inhibiting the cleansing of debris and so forth by the rythmatic flow of the tides. Also wearing away the valuable marsh lands as far west as the Old Pig Point Piers.

I need not discuss further the other detrimental effects that we fear.

In closing I will pose to you a serious question: Must we leave this continuing problem, not only to the next generation, but to generations yet to come? Will they be able to wonder and say, how did they, meaning us, let it happen?

Helplessly, we shall be leaving them to struggle with many problems over which we can have no control. What will life hold for man if he gains everything materially and there is nothing left that is beautiful to behold. As we are our brothers' keepers so are we custodians of God's great and beautiful creation.

Of all the sites suggested the only one that apparently presents a sensible and permanent solution to the problem is the ocean disposal site. This is my personal opinion.

I sincerely trust that you will give this site your very serious consideration, and please not another mud pack on the beautiful visage of Hampton Roads.

Thank you.

MR. CULPEPPER: Thank you.

Pat Swindell.

MS. PAT SWINDELL: Good evening, Colonel Thomas and audience. I am Pat Swindell, Respass Beach area of Suffolk. I am speaking on behalf of the Holly Acres/Respass Beach Civic League. I have also petitions that are signed by residents of Respass Beach that I would want to be entered as part of the record.

We find the westward extension of Craney Island so objectionable that we do not consider this as a workable solution at all.

The westward extension would disturb the existing residential and land use patterns. A forced mass exodus of most residents of River Shore and Respass Beach within a year or two, with grave financial losses would be inevitable.

Those persons who are so eager to have the dredge disposal site located in the back or front yards of existing residential areas should be required to live there for several years after dredge disposal is started. Property values would collapse on both River Shores and Respass Beach. People, some of whom have invested their life savings there, would stand to lose much of their investment when unendurable conditions force them

We know that the environmental effect of ocean dumping is somewhat questionable, as it should be. Even if it might be injurious to the marine life within a number of miles thereabout it would be far less harmful, it seems, to use an infinitesimal portion of the vast ocean than to concentrate the spoil in a closely populated and widely used area like Hampton Roads.

At a public hearing on October 21, 1970 a request was made, that additional anchorage space be provided in the harbor. If more was needed then think what seventeen additional years up to now is requiring. If the present fill is extended more irreplaceable anchorage area will be sacrificed.

Going back to the pollution effect on the marine life, this we already can see in our waters. The effect on our oysters, crabs and fish is causing concern from kepone, and so forth.

In the mid-1960's a representative of the Virginia Resources Commission stood with me on my beach viewing the erosion and debris on the shore. He made the remark that even though the present fill, the giant basin, as he termed it, had been a convenient and economical depository, still it's construction was a preposterous mistake and contrary to nature.

Having changed the natural current

to sell and move out.

Several of the property owners in Respass Beach are the third and fourth generation to those who originally built there in the late '40s and '50s, and the thought of possibly having to leave the - quote - old home place, is very disheartening. The real estate tax yield would drastically decrease with the collapse of property values and the public services rendered to these areas would have to be curtailed. All in all both areas would be well on their way of becoming slums within a few short years.

Not to be ignored is also the fact that the area destroyed by this alternative includes the most desireable waterfront property in both Portsmouth and Suffolk. Usable waterfront property is steadily shrinking in all Tidewater. This proposal would destroy many areas with the best view and the highest recreational value.

The provision of an access channel to open water would strictly be a token value and be totally unacceptable as a replacement for all the natural beauties and conveniences that the property owners and cities would lose.

Objections to the westward extension were raised by a number of agencies in the '70s and these objections still exist and in all probability have

lengthened. Both the Water Control Board and the Marine Resources Commission oppose the use of subaqueous beds in Tidewater as a disposal area because such usage would cause: 1, increased water pollution to include possible well water pollution, which could also be considered with the inland Suffolk disposal site; 2, destruction of the wetlands in the area; and it would be detrimental to the water and the marine life it maintains. The Commission of Outdoor Recreation suggested that the extension would destroy the potential for water based residential developments, parks and marinas along the shore and on Streeter and Hoffler Creeks. Such use would further reduce the expanse of Hampton Roads for which Virginia is world famous and which is encroached upon by the present Craney Island site. Further the destruction of any benthic animals and plants in the area are possible as a result of the extension of Craney Island westward.

In addition the water current and circulation patterns of the lower James River-Hampton Roads area would be affected by a westward extension of Craney Island. Although it might offer protection from storms to some of the shorelines, adverse drift currents would further erode the nearby beaches and possibly affect the bridge pilings along with effects on the tidal system.

Residents of Respass Beach are

presently in the process of constructing a riprap revetment to help protect our property now at a cost ranging from $152.00 to $237.00 per linear foot and the cost will definitely escalate dramatically in years to come. This structure will be built to specifications based upon present current and circulation patterns, and with an extension either westward or northward of Craney Island this would alter the circulation patterns.

Every time you fill in a body of water you encroach upon the sea and the marine life. You do harm to the marine biology and you do harm to the tide and other things which are so necessary to the tidal prism. Also, every fill you have diverts the natural orbit of the tidal prism.

If the proposed expansion would leave some area of water between the existing water bank and the levees, we feel that this would become a stagnated place that would attract and hold floating material within the harbor, more so than it does now, and it would become more of a nuisance than a benefit to anyone whatsoever. The tidal area involved would not keep this ditch flushed out. This diversion of natural tidal prism would affect approximately twenty-four acres of estuary.

This proposal should not be and cannot be guided primarily by cost consideration and by the

expected life. It cannot be guided entirely by the odor, environmental and ecological effects, but it must also be guided by the impact it will have on the people. This cannot be ignored.

Thank you.

COLONEL THOMAS: Folks, we are about half way, nineteen more speakers. We would like to take a short break for those that need that.

(Whereupon a ten minute recess was taken.)

MR. CULPEPPER: I would like to call the next speaker, Mr. John W. Walker.

MR. JOHN W. WALKER: Colonel Thomas, Members of the Panel, my name is John W. Walker. Partly I am speaking for the East Ocean View Little Creek Association in the City of Norfolk.

We represent the area which is the eastern two miles of the Norfolk-Chesapeake Bay waterfront. We were the last community that was annexed into the City of Norfolk in 1959. We have had a lot of struggles over the years trying to improve our area and just recently we have.

We have plans, we had a comprehensive planning document and we have looked at our community as a

new day, sort of a new birth. We took a long time and the citizens are business people, private enterprise, to get the attention of the City to start spending money there.

The State -- recently the State spent a couple of million dollars in refurbishing our beaches with sand and we are really interested in our community. We look forward to our new birth.

To even propose or consider an off-shore disposable area off the shore of the east Ocean View area or ocean area is like committing an abortion in the second trimester. We are ready for this new birth. In fact I couldn't believe that that was even under consideration, that they were going to do that. And I am sure the fact that it was even under consideration will have an adverse impact on the development of our waterfront.

To be frank with you, I thought all our problems had been solved. I thought we had found our disposal site and I thought maybe that is where my request to speak went. Anyway I appreciate the opportunity to speak.

We plan hard for our community in Norfolk and to even consider an off shore disposal site -- we have a beautiful beach, all the public tourist interest, motels, a lot of development, and it is a new birth.

Please don't abort us.

Thank you very much.

MR. CULPEPPER: David Tynch.

MR. DAVID R. TYNCH: Colonel Thomas, Mr. Culpepper, my name is David Tynch, I am an attorney with the law firm of Cooper and Davis of Portsmouth, Virginia.

I have been retained to represent the River Shore Civic League which is comprised of the citizens of Portsmouth of River Shore Road, the area immediately south, and we are opposed to the westward expansion of Craney Island.

You have heard and will continue to hear tonight from civic organizations, concerned municipalities. I doubt if any of those other groups have at stake as much as we have in the expansion of Craney Island. River Shore Road can be ranked as one of Portsmouth's and Tidewater area's finest residential areas, comprised of approximately thirty waterfront lots and thirty semi-waterfront lots. The lots with improvements represent a value of approximately six and a half to seven million dollars. Your westward expansion would reduce the value of the property to one or one and a half million dollars, which is a severe economic loss to the community.

I think it would be fair to say that

most of the property owners of River Shores purchased their property because of the ability to look out upon the broad expanse of the Hampton Roads harbor and the unlimited access to the James River. If your proposed westward expansion were to develop then the panoramic view which the residents of River Shores have so dearly paid for would be reduced to approximately two stories of dirt and mud.

I believe everyone in this room, including the members of this hearing commission, acknowledge the obnoxious odors emitted from the landfill operation. I think it would be safe to say that any wind out of the northerly direction will turn the River Shore area into an unsightly dust bowl and the recipient of the obnoxious odors.

Additionally, with the increased use of pesticides and the knowledge that chemicals have been dumped into rivers which supply the lower Chesapeake Bay and affect the dredged materials, I have a great concern that a northerly wind carrying such chemicals could threaten the health of the residents on River Shore Road and the immediate community.

The August 10, 1987 issue of Time Magazine, the lead article is entitled "Where's the Beach? America's Vanishing Coastline." In this article specific references are made to our disappearing river and ocean

coastlines due to erosion and loss of access due to industrial and commercial growth. I find it rather incomprehensible that the very agency, the Corps of Engineers, that we look to for the protection of our coastline and our marsh grass is the very same agency proposing to take away our coastline and our marsh grass on River Shore Road.

Lastly, the homeowners of River Shore Road are committed to protecting their lifestyles and property to the extent of exhausting all legal remedies available to them. It would appear to me that it would be cost effective to find other alternatives which will not embrace the Corps of Engineers in a costly and longstanding legal battle over the westward expansion of the Craney Island site.

Therefore, the residents of River Shore Civic League stand committed and united to protect their property and request that the Corps of Engineers remove the proposed westward expansion of the Craney Island dump site from their list of alternatives and to proceed with other available alternatives which will be more cost effective for the taxpayers of Tidewater as a whole.

Thank you.

MR. CULPEPPER: Don Comer.

MR. DON W. COMER, SR.: My name is

Donald Comer, Sr. I live at 4627 River Shore Road and I will be very short, I hope. I have lived at River Shore for twenty years and the dreary prospect of the disposal area expansion has overhung seventeen of those years like a dangling sword.

After all that time of study and hearings and meetings there is no evidence of any benefit to me, to my neighbors, or my City, not financially, not environmentally, not politically. The value of my home would be destroyed. The pitiful City tax base would be reduced and the City would receive nothing but the hope of eventually owning land that will not compact and to which there is no industrial access. The land, even if acquired by the City would be useless.

I don't challenge the fact that the Country, the State and the ports and the coal companies and the railroads will benefit. But to paraphrase Winston Churchill, why should so few sacrifice so much for so many?

We have in the course of all these years been hearing, reading and using words like ports, channels, trade, industry, common goods, national interest, but we are talking about our homes. For most of us the biggest investment we will ever make, and the centerpiece of what we will leave to our children. Home, where we've put our roots and raised our families, we've received our

friends and we plan to live out the rest of our lives.

Many of us have sacrificed many years to the service in many ways of our Country, in the Army, in government and various other capacities and we would do so again if called, but we will not sacrifice our homes. We are prepared to defend them directly and at the margins, whatever the cost. To again paraphrase Churchill, we will go on to the end. We will neither flag nor fail, and we shall never surrender.

Thank you.

MR. CULPEPPER: Mabel Kessler.

MR. TYREE W. KESSLER: That is the boss he was speaking about, my wife.

My name is Tyree W. Kessler. I have been a resident of the City of Portsmouth all my life, educated at Woodrow Wilson High School, everybody knows where that is. I fished in River Shores when I was five years old.

I have a love for my home. With all due respect to you, Colonel, I don't know you and you don't know me, but, I have become irritated and I think you would too.

I will read a letter that I happened to write April 18, 1977.

The Department of the Army, Corps of

Engineers. Gentlemen:

The problem assigned to the Corps of Engineers regarding disposal of dredged spoils from Hampton Roads is a complex one. Being a resident of River Shore for seventeen years has given me a very close association with this problem. Therefore opinions and observations I have concluded have had considerable time for thought.

As a reminder may I quote a few excerpts from the Corps of Engineers Summary of Studies of April 28, 1972:

Page B-3, Paragraph b. Westward expansion, useful life thirty years. Cost: $1.30 a cubic yard.

Page B-5, Paragraph i, Nansemond County, useful life forty to fifty years. Cost: $1.30 a cubic yard.

From the above it may be concluded that a permanent solution to the problem cannot be resolved even if both projects were utilized. A total of only, at the most, seventy-five years.

The only permanent solution is disposal at sea, what everybody has been saying this evening. This is ten years ago. This would relieve all problems such as environmental sacrifices, loss of timber, destruction of wildlife habitat, odor, unsightliness,

disturbance of existing residential and land use patterns, destruction of valuable marine life. As another reference from this same Corps of Engineers Summary, page B-9, paragraph b, - quote - a westward extension of the existing Craney Island would either displace or destroy about two thousand acres of benthic fauna and flora.

Information, what is needed is a permanent solution -- that in all capital letters -- DISPOSAL AT SEA. New York, Boston and other east coast cities are presently using this method I understand.

I might suggest that a study be made of the feasibility of disposal in the ocean off Virginia Beach which is being faced with an erosion problem. The currents could be studied with the idea of disposal at a distance off shore enabling the waste material to mix with the sand and perhaps make a suitable replacement. This study might then solve two problems instead of one.

That was ten years ago. It sounds like we are repeating ourselves again and we are getting tired. So this is current this afternoon and a very adverse feeling that I have.

To the Corps of Engineers, Gentlemen:

I herewith attach a copy of a letter written by me on April 18, 1977, ten years ago. It seems that the Army Corps of Engineers is deliberate in the

westward expansion program regardless of all efforts against it.

I now have had ten years since this letter was written to observe the operations of the Corps from my waterfront home at 4623 River Shore Road. It's very close to what's going on there and I see it daily. I am retired now and I can certainly tell what's going on.

None of the problems that existed then have improved. Fact is, they are very much worse. I will try to touch on a few of these at this time.

One, after a dry spell, the surface soil of this area is picked up by the winds and visibly rises upwards depositing itself miles inland. This even includes the City of Norfolk, not to speak of Portsmouth. It is a man-made dust bowl and an environmental hazard.

Two, after even a small storm the rock and concrete facing of the fill has to be constantly repaired. The very nature of this construction, such as solids, such as rock and concrete, causes it to settle due to the underlaying unstable nature of material on the bottom which oozes away causing the constant repairs. This kind of operation will have to continue for many years, now already more than thirty, at untold expense to the government and taxpayers.

I might add that this expense, even

if it could be estimated, and I am sure the Army Corps cannot, would have to be charged on the basis of upkeep throughout an undetermined number of years. This is a nice plum for the Army Corps maintenance crews. Adding this cost to the construction of levees, and so forth, seems an inconceivable solution to the problem we have here. Disposal of these very toxic and environmentally objectionable wastes would be put into the very center of our Hampton Roads population, which we are trying so hard to preserve.

Again, may I emphasize that the only permanent solution is disposal at sea. If New York, Boston and other cities on the eastern seaboard are already using this method why can't we? At least it could be calculated as to cost, not an unestimated fly-by-night answer just to arrive at what apparently seems to be the easiest solution.

If this westward expansion is the best that the Army Corps can come up with then all I can say is that I hope their future office location gets located in the center of the landfill so I can see how they cope with the problems they are planning for me.

I might add in closing, that I don't believe our budget minded Congress would like to approve a bill that has an undetermined amount of expenditure attached to it. I say the westward expansion carries with

it an undetermined expenditure.

If these toxic wastes are so unsuitable for life at sea why should the animal life here suffer? We not only breathe the fumes from this waste, but it will eventually pollute the soil and drinking water. Mount Trashmore is an example of this, but not with wastes considered as dangerous.

We have lived here twenty-seven years and now find that the value of our property went down more than fifty percent over night. I might say that I checked this. There isn't anybody in this room tonight ready to buy a piece of property on River Shore Road at fifty percent. We couldn't sell our property now -- and one never knows when this might be necessary to cash in -- without losing half of what the City considers is our appraised value. It is, therefore, imperative that the Army Corps let the residents of River Shore know as early as possible their decision in this matter.

I thank you.

MR. CULPEPPER: Billy Moore.

MR. BILLY MOORE: Colonel Thomas, Mr. Culpepper, citizens of Portsmouth. I am President of the Working Watermen's Association, Western Branch.

I would like to start this off with saying that I am in support to help these people of this

neighborhood to stop Craney Island to the best of my ability, but I want to go through quite a few more of these.

First of all I will take Hampton Flats. This is some of the prime clamming area in the James River. It's also where the tides mix with the chambers, you have the seed spawned back up stream to the James River. Our oyster industry is in great danger. A disposal in this area could very well end the oyster industry in the State of Virginia. It's our world's largest seed beds. We cannot afford to lose that. We can't gamble with maybe it will and maybe it won't, because just maybe it will.

I will take Buckroe. This is a prime area for harvesting of blue crabs. This is an area where the blue crab comes ashore to rub off it's eggs, where spawning takes place, an area where watermen harvest thousands upon thousands of bushels of crabs day in and day out, twelve months out of the year. We can't afford to lose these areas. Raggedy Island, another area that could really destroy a lot of prime oyster beds, not to mention our marsh lands, the little streams where the rock fish in this State stay away from the watermen. That is where everything starts at, that's where everything comes from, right around the marsh land where it's babies go there for

protection.

Down on Ocean View we have got a site down there. All Hampton Roads is polluted just about. We are allowed to work in summertime. We have to go to Ocean View and other areas to work through the winter months. These are prime beds where thousands upon thousands of clams are caught each day, a lot of time by people twelve months out of the year.

When these resources are destroyed they don't come back, these resources are lost forever. It's a part of our food chain. They do not grow at Farm Fresh.

The Chesapeake Bay area below the bridge-tunnel, that is prime crabbing grounds, fishing grounds off of Ocean View, all up and down this area it's prime area. These things we have to have. In these areas the watermen has increased since 1972 or 1982. We had a little over four thousand watermen. Now we have in excess of nine thousand watermen. We need every inch we can get, every piece of valuable resource that we can save.

As of this meeting I would like to go on record as saying I will oppose any dump area, disposal area to do with the water of the Chesapeake Bay. This State and Federal government is spending millions upon millions of dollars trying to clean up that Bay and we

cannot afford to continually destroy it.

I would like to close with saying that progress, all of my life I have heard that we have to have progress. The shipyards, they have bulkheaded all of Norfolk, there is not much there. Newport News, they have bulkheaded and added on miles, destroyed a lot of our prime grounds. We've give up enough. The watermen of this State will no longer sit back and give up the vital areas that are so desperate to our income and the citizens of this State.

Some people call it progress but others call it rape.

Thank you.

MR. CULPEPPER: William Ashley.

WILLIAM E. ASHLEY, JR.: I am speaking on behalf of the Suffolk-Nansemond Chapter of the Isaak Walton League of America Group. This is a statement of position that was put together by the Board of Directors and the membership of our chapter.

The Suffolk-Nansemond Chapter, Isaak Walton League of America for many years have been protectors of clean air, water, fish and wildlife, woods, soil, anti-litter and conservation education.

We wish to go on record as opposing the proposed dumping of dredged materials from Norfolk

harbor in the City of Suffolk, Virginia. We spoke against this at public hearings in 1977 and again in 1980 and have not changed our position.

There is no indication that contamination of our ground water due to seeping of toxic materials such as kepone into the soil could be prevented. As precious as fresh water is we can't take the least possible chance that this could happen.

From reports we have received you would need around six thousand acres of land for your proposed dumping area. During the past several years many acres of timber-producing land has been lost to development and we can't afford to lose this additional six thousand acres as this would be a great economic loss to the City of Suffolk.

In addition, this area serves as a natural habitat for many species of wildlife that would be forced into other areas or face eventual destruction. Also peat, which makes up such a large part of the great Dismal Swamp, acts as a sponge, and salt water seeping into the soil could kill the root system of trees surrounding the area and create a major fire hazard. This area is also close to a public airport and dumping at this site would attract untold numbers of birds, causing danger to human life due to the possible wrecking of airplanes.

We are not in favor of the expansion of Craney Island as this would have a negative environmental impact to oysters, clams, fish and crabs.

We have studied all the alternatives and feel ocean dumping would cause fewer problems both now and in the future.

Thank you.

MR. CULPEPPER: Walter Griggs.

MR. WALTER S. GRIGGS: Colonel Thomas, we certainly appreciate your patience in hearing us and know you are not responsible for all the past happenings at Craney Island.

I am a resident of River Shores on the waterfront and I speak on behalf of our Civic League.

I have for the past thirty-one years kept abreast of the dredge disposal planning of the Corps of Engineers and fully appreciate the complexity of the problem at hand to dispose of the inner harbor material. It is the least useful of the bottom materials to be dredged for the fifty-five foot channel to the ocean.

No doubt you have expended millions of dollars on studies of this same problem that existed in the 1950's. It still exists and it will remain unsolved a hundred years from now unless sights are directed to a longer range solution to a problem that otherwise we all

know will be continuous and one that will still exist hundreds of years from now. We are here today because of a basic decision in the mid-40's to create the present disposal area now nearing the full mark. If any site in Hampton Roads is chosen as a new or extended disposal area it will provide only another short solution to a problem, not a resolution at all. I urge you not to be tempted to even consider such a short sighted approval to this important task.

After a series of public hearings on the subject through the 1950's, '60s and '70s and the expenditure of truly of many of millions dollars on repeated studies and model tests at Vicksburg, I am amazed that we are on the surface at this very beginning of the task again, unless you are withholding your true status, which I feel you are.

On every occasion of public review your first recommendation has been Craney Island, either it's elevation or expansion. Your predecessor, Colonel Ayers, in an August, 1974 address to us reported his plan was to go to a westward expansion. His remarks are recorded on page 64 of the public hearing record. What has happened in the meantime? Has your position changed or not? It is so clouded and with your introduction today that no one can tell if the hearing is another sham.

There is one fact that is true, the hearing is almost a reprint of others more than a dozen years ago. The same sites are referenced, the same vague words are used, the same feeling prevails. Some sites were clearly eliminated years ago as a matter of record. Nansemond and Ragged Island were both emphatically declined and certainly will remain.

Your introductory mention of hauling by trucks, my quick mental thought was if you made three trips a day to some unknown place that they are going to it would take about a thousand trucks three trips to the place and three trips back every single day. Six thousand dump trucks going down Cedar Lane every day. Not much credibility in that. But I have heard it fifteen years ago and we are still messing around. Craney Island expansion is clearly to me your objective. I wonder what happened to the study for long range solutions which you were to prepare when the decision to elevate Craney Island was made. At that time of decision that was to give over twelve years to allow a careful planned development rather than a hurried decision. Where is it?

No one can deny that ocean dumping is the best solution to a problem that refuses to go away. How to accomplish it seems to be an avoided issue. Hard tasks require hard work and I urge you to take on the

effort. Let's stop rehashing the same old sites and using the well worn comments as to why things cannot be done.

It takes industry and challenge, it takes fire in one's bones to get moving. We need to get moving with the Corps. Let's see you start things happening.

You know in New York they have dumped dredge at sea for over thirty years at a rate of four million yards per year. Why? Because it was the most feasible way to go, environmentally and financially it was approved, is acceptable and continues to be acceptable. You can do the same thing here if only you will shut down the negative small mind approach that really has prevailed so long in the Norfolk office, and it's really true.

Let's get an image going. Let's see you come up with some imaginative leadership and turn a study into an accomplishment. All it takes to get EPA approval for ocean dumping is justification. They don't want to close the issue and they want to protect from poor actions that indiscriminately ruin the environment. Let's for once be proud of the study efforts and have our following generations say we all did well with the messy problem as they see ocean dumping was finally accomplished while on the brink of possibly causing destruction of Hampton Roads on an incremental basis. What nicer legacy

can the Corps leave?

As a last word, it's easy to be complacent, to rework old studies, to avoid challenges, to wallow in small ideas and limited thinking. The Corps has fallen into this pattern in the past and is met with much opposition by this group.

With the passage of time we as citizens haven't relaxed our thoughts in the least. We are active, talented and successful business people in many career directions. When it comes to challenge you can be sure that we will be glad to bring the Corps to task and show you what industry and imaginative thinking can accomplish. I urge you to take the same approach in a positive manner with your study.

In closing I wish to be clear that I and many others here that I am sure I speak for: urge some real some effort be initiated until ocean dumping is approved even if it delays the fifty-five foot channel and it becomes your bottom line; urge no further expansion of Craney Island; remind you that we have no intention of being complacent.

MR. CULPEPPER: Thank you.

John Stone.

MR. JOHN STONE: That is a tough act to follow.

Colonel Thomas, Mr. Culpepper, those of you who are left. Good evening and thank you for this opportunity to comment on the Craney Island issue.

My name is John Stone. I am a senior vice president at Maryview Hospital in Portsmouth. I am also a member of the Board of Directors of the Portsmouth Partnership and am speaking tonight on behalf of the Partnership, a coalition of two hundred and forty individuals, corporate and municipal investors working together to promote economic development and foster community pride in Portsmouth.

The Portsmouth Partnership, by unanimous vote of its Board of Directors, wishes to state it's opposition to any plans to expand or prolong the use of Craney Island as a disposal area.

We feel that Craney Island is vital to the economic well being of the City of Portsmouth and it's citizens. It represents twenty-five hundred acres of property that could be developed as a deep water marine terminal, a light industrial or commercial site or a foreign trade area. It's proximity to the western freeway makes it highly accessible to the entire region, therefore making Craney Island currently Portsmouth's most attractive industrial site in the City of Portsmouth.

We would ask you to consider the

following points: more than sixty percent of Portsmouth's twenty-nine square mile area is tax exempt, largely because of ownership by the State or Federal government; if the Craney Island disposal area were considered part of Portsmouth's land area city acreage would increase by thirteen percent; expanding the existing disposal site at Craney Island would mean that the site would not be usable for anything else for another thirty or forty years; expanding the disposal site would produce a negative economic impact on Portsmouth, Hampton Roads, and the State of Virginia due to the loss of potential jobs and taxes; environmental and public health concerns, as well as the negative impact on the surrounding River Shore neighborhood should be taken into full consideration. The people living in this area are productive citizens who have worked hard for many years in order to be able to live where they do.

The City of Portsmouth should not bear the whole burden of a project which will benefit all of Hampton Roads.

Let me urge you to thoroughly consider all information which might affect your decision. Portsmouth cannot afford to wait another thirty or forty years to utilize this increasingly valuable property. The Portsmouth Partnership urges the U. S. Army Corps of Engineers to thoroughly study all possible alternatives for

the disposal of dredged materials in the Hampton Roads-Chesapeake Bay area.

Thank you very much.

MR. CULPEPPER: Mr. R. L. Truelove.

MR. R. L. TRUELOVE: Colonel just before we came down here, Chad over there went out about two hundred feet where they had been pumping sludge last week and this is the result of it in that jar.

Thank you all for waiting. You know, I have heard a lot of good speeches but, Colonel, I have to say you have got to be a very patient man really, you really do. But anyway I have only got one page of handwritten stuff that I would like to read. It's not going to be very long, I'm getting tired like everybody else.

So I would like to register my opposition to the enlargement of Craney Island for the following reasons:

As a property owner, extending Craney Island would cause a devaluation of property of others as well as my own. My property would be worth less and the City I am sure would not charge me any less on taxes.

I built my home where it is located because of the neighborhood. And enlarging Craney Island would destroy the neighborhood making property values drop

drastically.

Colonel, many a times a wind comes off Craney Island from the northeast and the dredging material that it's dredging on Craney Island -- when the dust and all dries out a lot of that -- as I said, that is in that water down there in Portsmouth. If it is put onto Craney Island or will be, then when that dries out you know what happens, that dust is blowing directly over into my house. I live right across the street from the entrance into Craney Island and I don't think it's very healthy for me and my family to be subjected to anymore of that than we already have been.

Besides that it smells bad. I mean it really does, I'm not kidding. And then when the wind is coming out of the northeast too, guess what. They get the cotton picking mosquitos over there looking for a feast. Every time I go outside, whether it's in the daytime or night or whenever, sometimes they stray over. They didn't spray last year, but you know the carpenters that built my house, they almost didn't get it built because we were swatting mosquitos all day long. And sometimes they can get as thick as flies around there. The reason I know is because I live right across the street, as I said.

Colonel, there is something else. The eighteen wheelers are not supposed to be past Hedgerow

on River Shore Road and you know if I park two automobiles in front of my house and get somebody else to park across the street those eighteen wheelers can't make that turn to get in their gate. Did you know that? They can't do it and they are not supposed to take that street up there that far. I used to be a professional driver and in fact I still am and some of those dump truck drivers are far in excess of speed that is allowed on that road. And right there in that area it's twenty-five miles an hour and I can guarantee they are running twice as fast as that at times. I saw one, if I had been a policeman I would have put him in jail and he would still be there too.

Well, Colonel, you've heard that enlarging Craney Island out there is going to disturb the ecology. Chad, sitting over there, can't even catch crabs out there anymore because of the stuff that is down there. I believe in fact that the health of the residents along River Shore Road is going to decline partly because of what I said before, the dust and so forth that comes off of Craney Island and whenever they are shoving that dirt around with the bulldozers and whatever that dust comes over there on our house.

I am retired and I didn't build this house here where I did to be put upon by the Corps in the manner that would be done if Craney Island is enlarged out

there. And I believe you all ought to take your trash and sludge and whatever somewhere else and close the site. They have a Craney Island now.

Thank you.

MR. CULPEPPER: Thank you.

Mr. Van Sumner.

MR. VAN SUMNER: Colonel Thomas, Mr. Culpepper, Ladies and Gentlemen. My name is Van Sumner and I am President and Administrator of the Hampton Roads Airport. We have a short talk which will take a few minutes to review with you and we have three displays that are very important that I would like to demonstrate some things on.

In 1980 the Norfolk District of the Army Corps of Engineers recommended the Suffolk Disposal site over eight other sites, saying it was the most feasible and economical site. Some of the sites were eliminated because of the minimum of fifty year life restriction. The ocean site was not satisfactory due to polluted dredged material and others because of economics and/or ecological reasons. In reviewing the study we were concerned about some of the assumptions and lack of comparisons between sites on such items as: environmental impact; economics; contamination of ground water and effects on surrounding properties and businesses.

The final review board in Fort Belvoir, Virginia agreed with the need for the dredging of Hampton Roads and some of the tributaries, however it recommended against the use of the Suffolk site for a myriad number of reasons, many of which were brought out by opponents in the study. Opponents to the Suffolk site included the Cities of Suffolk and Chesapeake, the Chesapeake-Portsmouth Airport, now Hampton Roads Airport, Virginia Department of Aviation, F. F. A., environmental groups, wildlife groups, owners of property within and adjacent to the six thousand acres and along the pipeline route. The objections were included in the study presented to the review board.

Hampton Roads Airport wishes you to include the correspondence and attachments presented to the Corps in 1980 as a part of objections at this hearing tonight. They are still applicable and are contained in the Feasibility Report, Appendix Number 2, dated July, 1980. In addition, H. R. A. has embarked on an extensive expansion program. Should the Suffolk site be selected the economic consequences would be more devastating than in 1980.

The Corps of Engineers, admittedly, failed to take into consideration the airport prior to the public meeting in Norfolk on March 21, 1980 at which time

they recommended the Suffolk site. In response to the question posed to Colonel Haller, had a study been made on the effects the disposal area would have on the airport, two representatives appeared in H. R. A.'s office within several days. The airport had been overlooked. Yes, the third busiest general aviation airport in Virginia out of over eighty had not been given any consideration by the task force and Corps. Since then H. R. A. has been designated a reliever airport and has embarked upon an extensive expansion program.

We have with us tonight the same displays used in the 1980 public meeting, modified to be current, plus a picture showing the master plan approved by the Virginia Department of Aviation and F. A. A., plans have been completed for a portion of the work and earth work should begin in forty days. The disposal site, or a portion thereof, is shown on all displays. When studying the Suffolk site there is a critical item which should be taken into consideration.

The safety hazards generated by birds flocking to disposal areas around airports has, as a result of many fatal accidents, been recognized for many years and covered by F. A. A. order fifty-two hundred point five, which says that disposal areas that attract birds shall not be located within ten thousand feet of an airport from

which turbojets operate. One need only to visit the Craney Island or Suffolk Regional disposal sites to verify birds flock to them.

The ten thousand feet in the F. A. A. order is at best marginal. Flyaway routes should also be considered. A ten thousand foot radius from the City of Suffolk line and the center line of ten-twenty-eight is shown on the Coast and Geodetic Map Display along with the six thousand acre disposal area. The acreage within the ten thousand foot radius is approximately twenty-seven hundred acres or forty-five percent of the six thousand acres. The life of the six thousand acres was fifty years. If allowances are made for the F. A. A. order the life would only be twenty-seven point five years and if this residual were used as a disposal site additional expansion of this airport could not take place.

Confirmation of H. R. A.'s belief that the 1980 study was incomplete and the District's recommendation premature was confirmed by the review board. We quote from the Chief of Engineers, Washington, D.C.

"The Board notes the concerns of local residents and Federal agencies regarding the use of the six thousand acre Suffolk upland site for disposal of dredged material from the proposed deepening project and for maintenance

of the existing project. Insufficient studies have been performed in the preauthorization stage to identify impacts from use of the Suffolk site and to develop a plan to avoid or to mitigate those impacts. Important potential impacts which have been identified are: wildlife habitat loss; contamination of ground water; introduction of pollutants such as pesticides and heavy metals into the Dismal Swamp ecosystem and attraction of birds which could adversely affect aviation activities at the adjacent Portsmouth-Chesapeake Airport."

Signed William R. Wray, Major General U. S. A., Chairman. A letter was also sent I guess from the Secretary of the Army.

The adverse affects the Suffolk site would have on H. R. A. should in itself be justification enough to eliminate it from consideration. The foregoing, coupled with other factors brought out by the opponents and review board, further reinforce the need to eliminate the site from the study even before entering into costly environmental studies.

And I will just take a second to walk up to the displays. I would like to leave this copy and I have a couple of exhibits to leave. This will only take a

few seconds if you will bear with me.

Exhibit A is a photograph of Hampton Roads Airport taken prior to 1980, which was used in the 1980 meetings. The disposal area is shown adjacent to the Suffolk-Chesapeake line and the perimeter berm, twenty-seven foot high wall was to be built up right here.

This is the extension of the planned extension of the runway I would like to leave as an exhibit.

Exhibit B shows the disposal area and also shows the master plan of Hampton Roads Airport which is just getting under way. I might add there are four wells in there that the City of Chesapeake has put in on our property. This was property that was purchased to protect Hampton Roads Airport for extension purposes. I would like to leave this with you.

This I won't be able to leave with you. This is the only one. I would part with my life for it. I have used it for about thirty years. I might point out that was the salvage area, what was to be one, and I have painted on here a couple of sea gulls to point out within the ten thousand foot area. The Moniker has been here for years, since 1980. I can explain that. The Moniker of the pipe dream came about from 1980 from H. R. A.'s staff when studying the pipe dream. Dredged

material would be running through it, high maintenance, above ground piping which traversed many roads and went through many of the finest neighborhoods in Portsmouth and Chesapeake. I am surprised that this hasn't been brought out, not as much as the River Shores area but the total impact would be something else. It passes as I say through the finest neighborhoods, including Churchland business district.

Let's point out a few dots. The little red dots are pumping stations. You would have big piping going down there above ground, I am assuming, because of the higher maintenance. About ninety percent of it is water -- eighty-five or ninety percent is, the rest is dredged material. There are rocks in there, shells in there, they change twenty-four hours a day. The pipe has to be rotated every so many months because all the sand and rocks going through there would wear out the bottom. If it comes to a road what does it do? It comes over it and certainly there are leaks.

One thing I think the City of Portsmouth, they haven't considered -- I'm bringing it up because I don't want to see the pipeline coming out to this disposal. Anyway that will have an adverse effect. Now the thing I talked about, fifty years, six thousand acre Suffolk site -- Chesapeake-Suffolk line is shown along with

the twenty-seven hundred acre area, the six thousand acres. The consequences, this was originally all we had of this. Now the F. A. A. order would take out this much, originally the fifty year -- this projected fifty year life, leaving twenty-two point five years if the order is honored like it should be. If the same criteria was used before that was set by the task force and the Army Engineers for a fifty year life then this site should have been eliminated on the same basis as the other.

We are available to provide you with any information you desire. We again request the Suffolk site be eliminated from consideration because of the overwhelming disadvantages and risks involved and that we be so notified at the earliest possible date so we can be unimpeded in our endeavors.

I thank you.

MR. CULPEPPER: William H. Leitner -- Mr. Leitner must have left.

Peter Eustis.

MR. PETER EUSTIS: Colonel Thomas, Mr. Culpepper and Ladies and Gentlemen.

I would like to read a letter that I have addressed to Colonel Thomas and here is a copy.

My name is Peter Eustis. My home address is 4753 River Shore Road, Portsmouth, Virginia

23703.

This statement is made in response to your request in the public notice of this meeting and is based on the best information I have at this time.

First let me say that I am in favor of deepening the channels and continuing maintenance dredging as necessary to continue the competitive advantages of Hampton Roads for ocean shipping and Naval activities. So we are all coming from the same direction, we want to get there.

My main comments will be addressed to the long-term disposal of the dredge material and particularly the westward extension of Craney Island. And some of my conversation is going to be a little bit quick, I hope, so I'm trying to give a concept and an idea and I am trying to address the question of how should the study you are making, what factors should you consider, how should you go about it, what goals should you set. I think we all know that we can get any result out of the study you want, depending on the criteria you set up at the beginning of the study.

You have presented a map showing ten disposal options, seven of which involve building islands in the James River or Chesapeake Bay. In your earlier studies of dredge disposal options in 1970-1974 and 1980,

you ranked these sites in terms of the direct annual cost to the Army Corps. This I believe does not tell the whole economic story of how these sites should be evaluated from the point of view of the citizens of the United States, both resident and those visiting the Hampton Roads area.

I realize that you many be under restrictions where you can only consider one year's cost. I suggest to you that ranking the sites based on a limited point of view like that will probably come up with the wrong selection of the most optimum solution.

One of the greatest assets of Hampton Roads is it's large water areas. This dredging that is to strengthen one aspect of the waterway's usage, i.e. commercial shipping and Naval shipping. However there are many other uses of these waterways such as fishing, recreational and commercial, which we see various numbers of them now.

Also there is an ecological balance of the marine environment. The biology of breeding grounds for fish and crabs and animals. And an item that hasn't been mentioned very much here tonight is the atmospheric. One of the characteristics of Hampton Roads is that we have sea breezes, we have temperature moderation due to the conflicts of the neighborhood of both water and land together. They reduce -- they cause mixing in the

atmosphere and reduce the amount of atmospheric pollution that builds up.

Changing this complicated interrelated balance of land area and water area in the middle of a densely populated metropolitan area is indeed risky and could easily result in damages that would greatly outweigh a few dollars per ton of dredging and transportation costs.

In order to evaluate these risks before spending time needlessly on some of the options I would ask or suggest for your study that:

One, you check with the Virginia Marine Sources Commission reviewing all the site possibilities and see whether they will say that any of the sites are acceptable.

Second, I would ask that you obtain a complete environmental impact statement on the remaining options so that study progresses only on sites that will not unreasonably damage the environment.

The dredge spoils may contain materials that will maybe constitute a hazardous material under the law. Kepone is on the list of hazardous materials and disposal of one pound of this material is a reportable matter. Mercury, heavy metals and polycyclic aromatics are also dangerous materials that can affect the

water tables. You are requested to evaluate the samples of bottom area from all areas that are to be dredged and then proceed in selecting disposal areas under the appropriate hazard waste disposal laws and obtain EPA approval of the westward extension of Craney Island. Irresponsible storage of hazardous waste can pollute ground water endangering life and health in surrounding rapidly expanding areas, including the school complex in Merrifields.

When you get to cost studies I would ask that you include total cost to every one in rating the options. For example, the Burton Report developed by the Army Corps in 1970 -- 1974 studies said that extending Craney Island westward would damage the real estate value on River Shore Road fifty percent for those homes on the waterfront and twenty-five percent for those not on the waterfront, back to and including the Merrifields area. The Army Corps may not have to recognize this expense by reimbursing the owners. However, the trend of recent U. S. Supreme Court rulings is to require increasing responsibility of governments for their action which may make owner reimbursement generally a direct cost. Damages of homeowners who have riparian rights will be a direct cost.

There is no doubt that westward expansion of Craney Island will severely damage property

values which damages the owner. And I would also like to point out it damages the City of Portsmouth by reducing the tax base.

Further, there are fishermen and crabbers who will be economically damaged by making more islands in the James River and Chesapeake Bay. Please include a social cost for the loss in use of the waterway for recreational uses.

I would also like to point out, as was mentioned earlier, that the situation in the San Francisco Bay area is the most similar area to Hampton Roads that I know of in the United States. The last island that was built was built in 1937 and their experience has indicated, as was mentioned earlier, that they have stopped all island construction. I would urge you to investigate and get that story and get their experience and include it in your study and evaluation of those proposed islands.

Colonel Thomas, please plan to personally visit with us at River Shore so that you can see the present beauty and tranquility of this quiet waterfront area. This should help you realize the distressing damage that westward extension of Craney Island will do to our homes. During the filling periods, odor, noise and possible ground water contamination will make our home uninhabitable for a number of years during the filling

period.

Realizing that removing another four to six square miles of water area from the James River for all time will only handle dredging spoils for something like twenty-five years, and I think this is an important aspect in your study. We are talking about an annual cost and a difference of a million dollars a year or something that ocean dumping might have over an island building, but remember when you destroy the environment in the water areas you are destroying it forever, not just for one or two years.

I would like to recommend that a careful study be made of what is necessary to carry out environmentally acceptable ocean dumping and I think it ought to have the highest priority in your study. We are talking here and I am talking, but a lot of people are talking about one specific island situation, the Craney Island expansion. But there are people just like us around all the other islands so the one long term solution is the ocean dumping.

Please keep me posted on the progress of the study and decisions made.

Thank you for considering this statement and giving me an opportunity to speak.

MR. CULPEPPER: Charlotte Tuttle.

MISS CHARLOTTE TUTTLE: I was given today a copy of a letter from William S. Moore, a member of the House of Delegates, representing the 79th District, and it's to you, Colonel Thomas, and I will leave it for you but he specifically asked that it be read.

Dear Sir: I am writing this letter because due to a previous commitment out of town I am unable to appear August 6, 1987 at your public hearing concerning the disposal of dredged materials in the port of Hampton Roads, and more expressly, the alternate plan concerning Craney Island.

I have been contacted by a number of citizens, citizen groups and city officials and urged to express my opinion at your hearing so that it may be made a part of your official permanent record.

Therefore, the purpose of this letter is to inform you that I am opposed to the expansion and prolongation of the use of Craney Island as a disposal site. The reasons for any opposition are numerous, many of which you will hear and have expressed tonight of which I concur and join in.

I ask that in the future your office please keep me fully informed of further activities in this area. I hope this will be of some assistance to you and if I can be of any service to you in this regards, please do

not hesitate to contact me.

Sincerely yours, William S. Moore, Jr.

I have a statement that I was going to read but Mr. Griggs has pretty well covered it so if I may just leave that with you.

MR. CULPEPPER: Richard Wood.

MR. RICHARD WOOD, JR.: Colonel Thomas, Mr. Culpepper, my name is Richard Wood, I am Chairman of the Portsmouth Chamber of Commerce.

On behalf of the three thousand business entities in the City of Portsmouth, the Hampton Roads Chamber of Commerce-Portsmouth is on record, has been on record, will continue to go on record opposing the expansion of Craney Island as a disposal area.

The business community of Portsmouth supports the use of Craney Island as a taxable light industrial site for the City of Portsmouth and to provide for the citizens of the City and surrounding communities recreational space and access to it's waterways.

The Chamber of Commerce is also opposed to any continued use that has a negative impact on the adjacent residential community to Craney Island and to the business community at large. To continue to increase the size of Craney Island land which is right now at

thirteen percent of the total land map of Portsmouth and to continue to burden the citizens who have been for so many years paying taxes to support sixty percent of the land mass that is non-taxable is too much to ask.

The Portsmouth Chamber of Commerce urgently requests that another location be developed and Craney Island be turned over to the City of Portsmouth so that the environmental and esthetic concerns can once and for all be addressed for the City of Portsmouth.

MR. CULPEPPER: Thank you.

Dr. John Hollowell.

DR. JOHN W. HOLLOWELL: Colonel Thomas, Mr. Culpepper, and fellow sufferers.

As a resident of the River Shores section of Portsmouth I wish to vigorously protest the westward expansion or any other expansion of the Craney Island disposal area. Since 1970 when the first of several public scopings was held on the subject such expansion has been opposed by the citizens of Portsmouth, by the Portsmouth City Council, the Virginia Commission of Outdoor Recreation, the Portsmouth Chamber of Commerce, the Portsmouth Ports and Industrial Commission, the Virginia Department of Highways and numerous legislators, civic organizations and public agencies.

An environmental impact statement

published by your office in 1974 pointed out the environmental and economic damage to Portsmouth property and to the City's tax base by defiling what is some of the best residential waterfront in the City. Both Councils of the City of Portsmouth and of the City of Suffolk have recently reaffirmed their stand against expansion of the disposal area.

I currently serve on the City's Craney Island Study Commission and have served for a number of years as Chairman of the Planning Commission for the City of Portsmouth. In this capacity I am fully aware of the importance of maintaining and deepening the channels into this harbor. Ours is a harbor-based economy. But nevertheless further damage to the waterfront and more filling of the harbor is only a short term solution to the spoils problem and the damage caused is irreversible.

A good number of years have elapsed since the last environmental study. There have been environmental changes and sweeping changes in the economy since then. The Secretary of the Army and the District Engineer of the Corps are urged to update the environmental impact study before further consideration of sites for future dumping of dredge spoils.

I think the case has been well stated tonight, Colonel. I've heard very valid objections to

every alternate site that has been suggested by your office except for one. I've heard no one, no agency, no government object to deep sea ocean dumping.

Thank you, sir.

MR. CULPEPPER: I have one registration that somebody indicated they wish to speak but didn't put their name on the form by the address, 5401 Vine Street.

DR. ARTHUR A. KIRK: I am Dr. Kirk, I was raised in Portsmouth and born on the corner of Florida Avenue and Bayview Boulevard and I have always had a warm place in my heart for the Corps of Engineers since my father was an engineer, my son is an engineer, my roommate in college was a lieutenant colonel in the Engineering Corps and my brother was a lieutenant colonel in the Engineering Corps. And if I hadn't gone to medical school and begun an orthopaedic practice, which is the closest thing to engineering I know of, I might have been one.

I sympathize with Colonel Thomas. And incidentally I was born in the Thomas house in Port Norfolk. I sympathize with him. I suppose he feels like he's been under a pile driver all night long and I think it's made an impression.

It's too bad that this has to be gone over time after time. It's too bad you weren't here before

when it was gone over before but the Corps of Engineering rotates it's people from one place to another and puts one in the place of having to go over it again and I'm sorry for him to have to do it.

I do want to make one thing clear that might be a light in the darkness and he is a Colonel. Every colonel wants to be a general and I always tell my general friends there is one thing that the general is looking for is a job. That is people with two or three stars on the shoulder. The next thing they become is a civilian and looking for a job.

If you do this and you carry it through I think you have got a real good chance of making a general. You have already known what people don't want, there is no question about that. Is there any question in your mind? People have time after time tonight said the best place to put this stuff is in the ocean and I can't help but agree with them, it makes sense.

I have been saying that for twenty some years, maybe even thirty, and I think it ought to be put in the ocean. I think it ought to be put in the ships' channels. I think it would be a great place for fishing. I think it would add to the fish life. It would not take away water that you have here.

And incidentally there is only one

reason and one advantage of people in the Portsmouth area and Tidewater area of living here and that only advantage is water, being able to look over it, fish in it, put a boat in and bathe their feet. Who is it said the grandchildren were bathing their feet in it. And that is the only advantage. And you can be able to get out to the ocean from where you live. That is a great advantage no one else has and for heaven sakes don't take it away.

I do think it ought to be put in the ocean, I think it ought to be put in the ocean as an island and treated as an island and I would think of it as a jewel in the ocean or jewel in the sea. It will take a hundred years, two hundred years -- you can carry it on as long as you want or make it as small as you want to or as large. And you are not going to hurt anybody's feelings except a few people who say they don't want it. But those reasons compared to what other people want --

I don't live on River Shore, I live in Churchland. I started to live out there but decided not to. I do live sort of on the water. It used to be water when I first moved there and it's gradually filled up. It's too bad, it would make a wonderful water area and I think all the waterways should be kept open. And I think the City Manager has played a great part in keeping the waterways open.

If you want to be a general you convince the Corps of Engineers, the State of Virginia and the United States government, and God only knows they are spending money for a lot of things of less value than making an island in the ocean.

Thank you.

MR. CULPEPPER: J. Stokes Kirk.

DR. KIRK: He's not here.

MR. CULPEPPER: Louie Askew.

MR. ASKEW: I don't want to speak.

COLONEL THOMAS: That is it.

I was originally going to get up here and conclude with my predetermined remarks and hopefully walk away before I got tomatoes thrown at me or whatever.

Dr. Kirk really made a couple of very interesting statements tonight. One of the things, though, that he said about me sitting there, I want to make it very clear that I had a choice whether to come here tonight or not. I would have been represented by my staff and read the transcript of this several weeks from now. However I felt that since I am the new boy on the block, if you will, it's very important for me to feel the impact of what you folks think about this study.

As I said before we have been directed to accomplish this study and that's why we are

doing it and it's necessary. Nobody has said tonight that coming up with a place to put this stuff is not necessary, everybody has supported that.

But early on in my presentation I mentioned that whatever recommendations I had will of course have to be acceptable to the Commonwealth of Virginia as local sponsors of the deepening project. I think it's key to understand that we in the Corps are not about to force anything on the citizens of this Commonwealth that the State does not concur. We in the Corps are not interested at all in coming up with any kind of solution that is not environmentally, economically and socially acceptable.

I have said that about four times tonight so you need to understand that while we need to do the study it's obvious as you look at it that some solutions are more feasible than others. But in order to do a complete study we have to look at all of them and declare to everyone that we have addressed all of them.

I don't know how it's going to come out. I don't know how the economics of the bottom line is going to be. I will say, though, that somebody said I am a patient man and I will tell you right now that I am not a patient man. I think most of the citizens that I have heard here tonight are probably more patient than I am,

having lived with the uncertainty of expansion of Craney Island for many, many years.

You have a right to have a solution, you have a right to have a decision, you have a right to have the decision put to rest.

I've got three years here as District Engineer. That ought to be ample time for me to do that. And I will work at it as diligently as I can to make sure that that happens on my watch and the next guy doesn't have to show up at a public meeting and start all over again with you having to vent your frustrations on him.

I have learned a great deal and I appreciate -- I do appreciate you coming tonight. It gives me an outstanding appreciation of your points of view. There are interests from some environmental groups that are not represented here today and hindsight may be that is a shame they were not here. I would have liked to have some of those folks here. We will make sure we will get input from them as we go along.

I would like to thank each of you for your attendance and your continuing interest and I will assure you your suggestions and your comments will be given full consideration. We have got the name of everybody that is here, we will keep you abreast of developments as the study progresses. If we eliminate obstacles along the way

you will be the first to know it.

Thank you.

(Whereupon the following letters were submitted and directed to be entered into and made a part of the record.)

Gentlemen: In the subject Notice dated July 2, 1987, regarding the Public Scoping Meeting scheduled for August 6, 1987, one of the disposal areas being considered is the Chesapeake Bay area.

As the Chesapeake Bay disposal area lies to the east and parallel to Trestle B of the Chesapeake Bay Bridge-Tunnel, we reviewed the positive and negative aspects of this disposal area in relation to our facility.

It is our understanding that the Chesapeake Bay disposal area would contain approximately 2500 acres and could be utilized as a disposal site for the next 30 to 40 years. The activity involving many tug boats, barges, and other vessels in close proximity to the Bridge-Tunnel during the construction stage of the confinement area, and the subsequent years of utilizing the disposal area, is of great concern to us due to the potential of damage to our structure by a vessel.

Since we opened to traffic in April

of 1964, the Bridge-Tunnel has been struck on several occasions by vessels that experienced mechanical problems or vessels that were driven off course because of severe weather conditions. On three occasions, as a result of ship collisions, we were completely closed to traffic for periods ranging from 14 to 42 days. During the fiscal year July 1, 1986 through June 30, 1987, 2,240,450 vehicles crossed the Bridge-Tunnel. An accident causing the Bridge-Tunnel to be closed would be devastating to us financially and would also adversely impact the citizens and businesses of the cities of Southeastern Virginia, the two counties of the Eastern Shore of Virginia, and other surrounding areas.

The Chesapeake Bay Bridge and Tunnel Commission, at its meeting on July 14, 1987, went on record expressing its concern and objection to the proposed Chesapeake Bay disposal site. Your consideration in eliminating the Chesapeake Bay site as a proposed area for the disposal of dredged material will be greatly appreciated.

Sincerely, James K. Brookshire, Jr., Executive Director, Chesapeake Bay Bridge Tunnel Commission.

Dear Sirs, We are in strong opposition to any plans or proposals to expand the existing Craney Island landfill/disposal area in any direction, i.e. west, north, east, or vertical. Our opposition is based on the effective management of the economic, environmental, development, and quality of life considerations that are related to such proposals and we respectively request that these be given thoughtful and careful consideration.

Sincerely, James C. Collins and Dorothy L. Collins

Gentlemen: As a homemaker, mother, grandmother, and a 20 year resident of River Shore Road, I most earnestly write to request a denial of the westward extension of Craney Island landfill.

Through the years, I have watched our 3 sons and their many friends, our neighbor's children and their friends, and now our grandchildren enjoy our waterfront. I can only think of how many more generations should be able to enjoy the water, the beautiful sunrises and sunsets, the water birds and waterfowl, and the beauty of God's Nature as it is so bountifully displayed in our back yard.

My heart aches when I think that all

of this may be lost forever to anyone else and as only a temporary stopgap to a long-range problem. That our treasured waterfront would be lost for all times seems such a sacrifice!

I emplore you to please look to your other alternatives for a permanent solution.

Most sincerely, Sara G. Comer

Dear Sirs: The City of Chesapeake supports the initial dredging of the harbor and acknowledges its importance to the Hampton Roads area. However, Chesapeake has the following questions and concerns which should be addressed concerning the Suffolk site:

1. Transportation in the form of interstate highway, rail service, and airport facilities has established an industrial use for Chesapeake in the vicinity of the proposed Suffolk disposal site. In the northwestern section of Chesapeake, industrial acreage has been established adjacent to the Norfolk, Danville & Franklin Railroad. According to the proposed plan, the pipeline between Craney Island and the Suffolk site would fall between the industrial property and the rail line proper. This could have an effect of limiting rail access

to the industrial land.

2. Immediately to the east of the Suffolk site is the Hampton Roads Airport with existing and proposed industrial development in close proximity. Disposal areas are traditionally an attraction to seagulls. A disposal area of this size could be such an attraction that airplane flight safety would be greatly impaired.

3. The quality of industrial development could be lessened for that area adjacent to the disposal area itself.

4. The disposal of polluted, saltwater spoils material on an inland location is questionable due to possible contamination of potable water in groundwater aquifers. Since this area is considered wetlands, the possibility of pollutants being carried further from the site is greater than through cleansing soil. Chesapeake is dependant on well fields in the Bowers Hill area for emergency water supplies.

5. Is containment possible, or is it a probability that infiltration of pollutants could effect the environmental status of the Great Dismal Swamp?

If chosen for the disposal project, there are serious health and safety factors to be considered in addition to the economical restraints that may be produced by the Suffolk site.

Thank you for the opportunity to submit our concerns as part of your site analysis. We would appreciate continued notification of any future meetings and receipt of any correspondence regarding this matter.

Very truly yours, Paul L. Curtis, Director, Department of Planning, City of Chesapeake.

Dear Colonel Thomas, As a long-time resident of Portsmouth, Virginia, I wish to express my opposition to the proposed westward expansion of the Craney Island Disposal Area.

Any westward expansion would pose an additional health threat to the entire harbor area. Regardless of cost, health considerations should rank above economics.

Ocean dumping of the dredge spoils would seem to be the most acceptable method of disposal, acceptable to all concerned parties.

Very truly yours, John Dragseth

Dear Sir; This letter is to inform you that I oppose the westward movement or any movement of

Craney Island Landfill. I live at 4601 River Shore Road which is exactly next door to Craney Island and such a construction of fill would be devastating to my property in value, my view of Hampton Roads, and my lifestyle which I have enjoyed for 15 years.

The natural wetlands behind my house would be destroyed; along with fishing and water sports and most offensive is the odor from settlements and sludge in the River.

Please consider other sites for this dredge material that will not affect such valued property and neighborhoods in Portsmouth.

Sincerely, Mrs. Mary Eddins

Dear Colonel Thomas, I have long been a resident of Portsmouth, Virginia. I hereby wish to advise you that I am opposed to the proposed westward expansion of the Craney Island Disposal Area.

This finger-in-the-dike type of solution is totally unacceptable. I believe that the time has come when the Corps of Engineers should arrive at a permanent solution to the problem. Surely, if we can put a man on the moon, we can find a more suitable place to place the harbor spoils than dumping them in the back doors of

the citizens of the Hampton Roads area.

No matter what the cost, ocean dumping should be seriously considered.

Yours truly, A. M. Eckstine

It is inconceivable to me how an agency of the U. S.Government can even contemplate using the center of a metropolitan area of 1.2 million inhabitants as a dump. The dredge material is contaminated with years of chemical and bacterial run offs which could create a hazard to the health and well being of humans. In recent years these contaminants have been covered over with "clean" debris due to more stringent laws. Even today, the effluvia from the drainage of Craney Island pollute the atmosphere. It is particularly noticeable of certain days after a heavy wind and rain or when the atmospheric conditions are extremely humid.

You estimate the depletion of property values will diminish by 50% for residents on River Shore Road and perhaps 10% for others further inland. I dispute that as ultra conservative. Churchland is one of the fastest growing areas in the Portsmouth-Chesapeake-Suffolk region. It is my estimation that the proposed project will bring this expansion rate to a stand-still

with the consequent reduction of revenue pouring in the treasuries of the respective cities. The state and cities, expecially Portsmouth, have or are planning to spend several million dollars in developing a freeway throughout the area in question, and many businesses are considering building adjacent thereto. If property values decline and people do not settle here, a domino effect will ensue that cannot be estimated in dollar values.

Hampton Roads is one of the most beautiful water ways along the east coast. You are planning to ruin it by filling it up with dredge material. This is even worse than the clamor raised by the environmentalists over the issue of strip coal mining. In that case, the coal companies agreed to put the scenery back to the way it was. In this case, it would be impossible to restore the beauty.

You state that you only plan to expand to Hoffler's Creek. This is a ruse that once you get your foot in the door you will have established a precedent. If all of Hampton Roads population realize the consequences of what you are considering, they would raise up in arms against against the project with one voice. It is my opinion that you are hoping it will be a "fait accompli" before this happens.

I recommend you take the dredge

material away from all populated areas. Developing an island on a shoal in the ocean would be an excellent solution and would solve your problem once and for all.

Albert D. Epley

The Corps of Engineers cannot be permitted to further extend the Craney Island land fill and therefore contaminate a large section of Portsmouth.

To find another area for the dredging deposit is an inconvenience for them. To continue the land fill for us is a devastation!

Ruth E. Epley

Dear Colonel Thomas: We, the undersigned strenously object to the extension of the Craney Island Land Fill westward as proposed by your division.

We have been residents of the River Shores Area for 31 years. Immediately after we purchased the property and started construction of our home, the landfill project began. We have suffered from the foul odors from the project which has limited outside activities, invited undesirable birds and wildlife to the

community and generally interrupted what could have been a beautiful neighborhood. We have been plagued by the anticipation of further action by the Crops of Engineers which would greatly decrease the property values and destroy a peaceful community.

The two blocks of River Shores now has about 63 homes and an average of the property values could exceed 10 Million Dollars, a tax base that the City of Portsmouth needs in it is limited land area. We feel that we have suffered from the presence of the Army Engineers in our midst, and we do not feel that we, as citizens, or the City of Portsmouth should suffer further anxieties by the possible reduction of property values that could amount to more than fifty per cent of the assessed valuation.

The natural shore line of this most historic waterfront should not be rearranged further by man. The most famous event in the history of our country took place just off the shores of this area when the two famous ironclads, the CSS VIRGINIA and the USS MONITOR engaged in the famous battle of Hampton Roads, and thus changed the course of Naval history for this country, making wooden warships obsolete.

Surely the ingenious engineers on your staff can devise a better system for disposing of

dredged material than by destroying the natural beauty and shorelines of our great Virginia shores. Virginia is the greatest state in the nation, and has played the leading role in the development of our great nation. The historic coastline of this area should not be further destroyed by man by using it for a "DUMP" for waste material.

This year we are celebrating our independence and the adoption of our constitution. Please reconsider your proposal and find other means of disposing of your waste material. Our constitution promises all "equal rights" and what you are doing to this area is certainly destroying our rights, not only of the citizens, their property values, but the land value of the land within the confined limits of the City of Portsmouth.

The City and citizens of Portsmouth have paid their "dues" in living with your current Craney Island landfill. Give us our equal rights, as promised by our forefathers and share your "dredgings" with other communities. Leave our historic shoreline in what is left of its natural state. We sincerely hope that we may count on the integrity of the Corps of Engineers to free us from the worry of further expansion of the Craney Island landfill.

Sincerely yours, Bernard A. Hanes, Alice C. Hanes.

Attn: Plan Formulation Branch, On June 5, 1987 we moved to our dream home on the water. You can imagine our horror to find that our years of saving to buy the "perfect" waterfront home might turn into a home on a mud flat.

Besides the depreciation of our property we are very much concerned about the wildlife, estuaries and marshlands which will be destroyed by what you propose. As I understand it approximately 54% of all marshlands have been destroyed over the years. The Highway Department is now in the process of trying to create new marshlands on an experimental basis so it certainly doesn't make sense to destroy something that is important to our environment. The Highway Department creates marshlands, the Army Corps of Engineers destroys marshlands.

I don't know how you can justify destroying tens of millions of valuable property.

Sincerely, Charles F. Higginbotham, Phyllis B. Higginbotham

Dear Sirs: I reside next to the Corps of Engineers, and I oppose the westward move of Craney Island. I also object to the terrible odor from the drainage.

We have just invested over a thousand dollars in landscaping our back yard.

Yours Truly, Mrs. Mary F.James

Dear Col. Thomas: We would like to express our deep concern over the Army Corps of Engineers proposed westward expansion of the Craney Island Disposal area. This would completely destroy the River Shore waterfront and greatly depreciate our property in this area.

Please give this your deep consideration.

Yours truly, Roy and Elizabeth Jones

I am writing to express my opposition to the westward expansion of Craney Island. This move would greatly reduce the property value of homes like mine on River Shore Road and would spoil one of the most attractive neighborhoods in Portsmouth.

Some alternative site (preferably off shore ocean sites) must be found.

Sincerely, Paul F. Kovalcik

Gentlemen: I am writing this letter to advise you of my opposition to the proposed expansion of the existing Craney Island landfill. My opposition is based upon: a) decrease of property values; b) impact on quality of life; c) impact of environment.

The aforementioned concerns are for not only my personal and family concern,but also for concerns of the neighborhood, community and city as each will suffer proportionally.

As I am confident your honest evaluation must conclude, the expansion of the Craney Island landfill will not satisfy your self-imposed criterion of disposal without "political" impact.

Sincerely, E. L. Rash

I would like to enter my strongest possible objection to the expansion of Craney Island. Such a development would have a disastrous impact on the present River Shore community, one of the most stable in the City of Portsmouth. This community consists of residences of business, military, and education leaders, and its destruction would cause the loss of these individuals to the larger urban region.

Additionally, the impact on the

environment of this expansion in this area is not known and potentially threatens a much larger portion of Portsmouth and Suffolk. Surely the Corps of Engineers will not disregard what has been learned about land development over the past several decades and risk the chain of life in this presently thriving ecosystem.

The City Councils of Portsmouth and Suffolk have adopted resolutions opposing the expansion, which reflects the unified voice of the entire region to reject this action. The will of this community has been clearly stated in various forms, a fact that the Corps of Engineers must not overlook. The expansion of Craney Island would constitute a reckless disregard for the life and citizens of one of the most well established areas in the greater Hampton Roads region.

From, Robert Lucking

Dear Sirs: We strongly oppose the proposed westward expansion of the Craney Island Disposal area by the Corps of Engineers. It's a horrible shame to fill that beautiful James River with dredged material.

Why not haul the present Craney Island material to build road beds or to fill all these large borrow pits. The have two within a mile of us - then

continue using Craney Island for the dredged material.

Thanks for your kind consideration.

Yours truly, Lawrence L. Medlin, Beulah H. Medlin

Dear Colonel Thomas: I am a native of Portsmouth and for many years have used the waters of Hampton Roads for recreational purposes. Therefore I strongly oppose any further landfills in these waters.

It is incredible to me that the present disposal area was built and to consider putting other dumps in the harbor is beyond belief.

It is my understanding that other ports dispose of their dredging in the ocean. Why isn't that possible here?

Very truly yours, P. C. Mingis, Jr.

Dear Sir, We are making the strongest possible protest to the proposed westward or upward expansion of the Craney Island landfill to dump river dredge spoil. We also request an environmental impact study and statement.

The River Shore Road subdivision

extends from the western shore of the present Craney Island landfill to the Suffolk city limits along the middle of Hoffler Creek. The high property values in this area come from the natural views over the broad expanse of Hampton Roads and the James River, the cooling breezes over the water in the summer and the moderation of winter temperatures by the water. Any expansion of the Craney Island landfill westward or upward will have a devastating effect on the inhabitants of the River Shore Road area and the nearby housing areas. It would destroy our way of life and the reasons we want to live here in peace.

The environment that we seek to preserve is also vital to many varieties of wildlife. There is a nearly flat shallows that extends into the James River for some 3000 feet. At low tide there is only a couple feet of water at the outer edge. This area is heavily populated with mollusks, crab and fish. Some of these provide food for many varieties of gulls, terns, ducks and wetland and shore birds including at least one pair of osprey.

There are several patches of wetland reeds and marsh grasses, including two large areas in Streeter and Hoffler Creeks. All of this wetland would be destroyed with the westward expansion of the Craney Island landfill. Even if it were expanded upward, silt, oil,

heavy metals, insecticides, herbicides, and possible kepone would be dredged up to leach into the surrounding and downnstream waters killing aquatic plants and animals as an immediate reaction.

There is only so much waterfront land on this planet and only a small part of it can be called beautiful and habitable. We invite you to visit our beautiful area and the people who live here. This area is more than symbols on a chart and its value is far more than economic.

Sincerely yours, Jerome W. Nickerson

Dear Sir/Madame: We are writing in unalterable opposition to any consideration of <u>any</u> expansion of Craney Island for the disposal of dredged material. The obvious deleterious environmental, economical and political results of any expansion of Craney Island are so apparent such that several municipalities, including the cities of Portsmouth and Suffolk, civic groups, neighborhood organizations and individual citizens have already voiced opposition to any consideration of expansion.

The total area presently surrounding Craney Island is not the closed, undeveloped area it was

when the area was initially developed in the 1950's. Neighborhoods, homes, businesses, and other forms of real estate, capital, and cultural and recreational developments in the area surrounding Craney Island have mushroomed. Several studies have projected that the value of waterfront homes in the area would drop 50 percent and homes not on the water by 25 percent if the disposal site were expanded. Further, and even more important, we do not cotton to the idea of living in an area and having our children grow and play in a neighborhood surrounded by debris from the bottom of the ocean's floor. The exploration of alternative sites to the expansion of Craney Island would more appropreiately and effectively lead to the overall long-term disposal problem of Hampton Roads than any consideration of the expansion of Craney Island.

Portsmouth and its residents are already taking a disproportionate share of the burden of the harbor dredging program and should not be considered in any dredging expansion attempts. Fifty yards behind our house the Commonwealth of Virginia is presently digging up dirt and transporting this fill material to the West Norfolk highway project. Noise from this project permeates our home 24 hours a day. The West Norfolk highway expansion project, which cuts through the middle of Churchland, will continue to be environmentally,

culturally, and politically disruptive for several more years. The expansion of Craney Island would provide a further negative impact on our neighborhood.

We do not intend to passively watch this "theatre" being acted out by the Army Corps. We, along with a host of others, will individually and collectively actively pursue avenues to stop any and all consideration of the expansion of Craney Island. Today's public consideration of the expansion of Craney Island can serve to create a chain of events which could evoke a self-fulfilling prophecy and have a negative impact on our present housing value and restrict any future housing change on our part. Again, we write in opposition to any expansion of Craney Island for dredging purposes.

So called short term, cheaper solutions ultimately lead to long-term, expensive problems. Any and all efforts to expand Craney Island will be aggressively resisted. Thank you.

Sincerely, Dr. James R. Patton, Dr. Lydia L. Patton

Dear Sir: The purpose of this letter is to express my very strong opposition to the westward expansion of the Craney island disposal area.

I live in Suffolk at the mouth of Hoffler Creek. My family has owned this property for 37 years.

My opposition is based on the following three points:

(a) Erosion was not a problem in my area until the present disposal area was started. Since then, erosion has done considerable damage and seems to be accelerating. I am concerned that extension of the disposal area will greatly accelerate erosion, perhaps to the point that corrective action is beyond my financial means and I could lose the property. I also know that erosion effects can not be exactly predicated with respect to the extension.

(b) I know the expansion will have serious adverse effects on marine life in Hampton Roads and in Hoffler Creek, both of which are rich in crabs, fish, oysters and waterfowl.

(c) The expansion will ruin my beautiful panoramic view of Hampton Roads and will significantly devalue my property, perhaps even blocking my access by boat to Hampton Roads.

For the reasons given above I strongly urge you to seek an alternate disposal site.

Sincerely J. J. Phares

Dear Colonel Thomas, I have long been a resident of Portsmouth, Virginia. I hereby wish to advise you that I am opposed to the proposed westward expansion of Craney Island Disposal area.

Surely we can find a more suitable place to dump the harbor spoils than dumping them in the back doors of the citizens of Hampton Roads area.

Ocean dumping should be seriously considered, no matter what the cost.

Yours truly, E. R. Pringle

Dear Sir: The proposed so-called "westward expansion of Craney Island," which would effectively eliminate the waterfront on Rivershore Road, is subject to constitutional challenge and challenge under the federal environmental statutes.

It has been quantitatively established that disposing of dredged spoil along the waterfront would erode property values by 25% - 50%. This deprivation of property's value violates the takings clause of the Fifth Amendment.

Even if the Commonwealth of Virginia were to condemn the property adjacent to the river, property owners across Rivershore Road would be deprived-

without just compensation - of property value, due to the loss of waterfront.

Apart from constitutional prohibitions, the health and environmental aspects of this proposition are enormous, and I am confident that consideration will be given to the degree of chemical contamination of dredged spoil from the Elizabeth River.

If the degree of contamination found in this spoil renders it unsuitable for ocean dumping, I do not foresee that disposing of it in the backyard of a residential neighborhood would withstand administrative or judicial scrutiny.

Finally, the historic and aesthetic value, as well as the existing waterfowl nesting habitat, of a beautiful and valuable piece of waterfront would be ruined by this project. I oppose it and will continue to do so.

Very truly yours, James H. Rea

Dear Colonel Thomas, I have lived in Portsmouth, Virginia for several years and this letter is to inform you that I am opposed to the proposed westward expansion of the Craney Island Disposal area.

There are many reasons why this

proposal should not be allowed. One of great importance is the health of citizens in this area.

No matter what the cost ocean dumping should be seriously considered.

Sincerely, Marie Rhodes

Dear Sir, We are making the strongest possible protest to the proposed westward or upward expansion of the Craney Island landfill to dump river dredge spoil. We also request an environmental impact study and statement.

The River Shore Road subdivision extends from the western shore of the present Craney Island landfill to the Suffolk city limits along the middle of Hoffler Creek. The high property values in this area come from the natural views over the broad expanse of Hampton Roads and the James River, the cooling breezes over the water in the summer and the moderation of winter temperatures by the water. Any expansion of the Craney Island landfill westward or upward will have a devastating effect on the inhabitants of the River Shore Road area and the nearby housing areas. It would destroy our way of life and the reasons we want to live here in peace.

The environment that we seek to

preserve is also vital to many varieties of wildlife. There is a nearly flat shallows that extends into the James River for some 3000 feet. At low tide there is only a couple feet of water at the outer edge. This area is heavily populated with mollusks, crab and fish. Some of these provide food for many varieties of gulls, terns, ducks and wetland and shore birds including at least one pair of osprey.

There are several patches of wetland reeds and marsh grasses, including two large areas in Streeter and Hoffler Creeks. All of this wetland would be destroyed with the westward expansion of the Craney Island landfill. Even if it were expanded upward, silt, oil, heavy metals, insecticides, herbicides, and possible kepone would be dredged up to leach into the surrounding and downstream waters killing aquatic plants and animals as an immediate reaction.

There is only so much waterfront land on this planet and only a small part of it can be called beautiful and habitable. We invite you to visit our beautiful area and the people who live here. This area is more than symbols on a chart and its value is far more than economic.

Sincerely yours, Ruth Sherwood

I write to express my opposition to westward expansion of the Craney Island Disposal Area.

While I understand the need to deepen the Hampton Roads harbor and dispose of the dredged material, I cannot understand how you could even consider dumping that material along the populated banks of River Shore Road--or any populated area.

The Virginia-Pilot/Ledger Star recently reported that Hampton Roads is one of the largest metropolitan areas in the United States. All of the city governments in Hampton Roads and the people who elected them have worked and continue to work very hard to maintain and to improve the quality of life here. Now you, representatives of the federal government, threaten to jeopardize that effort.

While dumping the dredged waste at an enlarged Craney Island may be the easiest solution from an engineering point of view, the actual cost of that solution to those of us most directly affected would be intolerably high.

I urge you to reconsider your alternatives and to find a way to dispose of the dredged waste outside the main stream of Hampton Roads.

Sincerely, Miranda B. Strutton

I wish to go on record as being opposed to any expansion of the Craney Island Disposal Area.

The need to deepen the inner harbor of Hampton Roads is real, as is the need to dispose of the resulting waste material. What seems unreal is your intention to dump that waste in the river bordering River Shore Road and Respass Beach.

Why would representatives of the federal government intentionally pollute a river already damaged by toxic wastes? Why would an agency of the federal government intentionally deflate land values and endanger the health and well-being of citizens who have contributed their talents and taxes to their communities and their country? Why would an arm of the federal government resort to a shortsighted policy destined to impede long-range improvements?

Please reconsider any alternative to waste disposal in populated metropolitan areas, especially the westward expansion of the Craney Island site.

Sincerely, W. R. Strutton, Jr.

The westward expansion of Craney Island would largely destroy vast marshlands from River

Shores to Tidewater Community College to a shoreline of at least two miles in length. A total destruction of the environment and the ecology in the affected area would be an accurate description, aside from obliterating some of the best crab, spot and croaker fishing areas in the entire Hampton Roads. This marshland is not only breeding grounds for the fish, many of which were not listed in the past studies of the '70's, but also the habitat of many species of aquatic birds and many mammals.

In addressing the matter of odor. The odors that have been in past years experienced by residents near Craney Island would be magnified by this proposal, the westward extension, at least tenfold, both in intensity and in frequency. For one thing, the closest distance to habitation is at least ten times larger with Craney Island as it is now than would be between the new disposal area and either River Shores or Respass Beach.

For another, the malodorous emissions of Craney Island were perceptible only during a specific relatively rare wind direction, whereas with the prevailing winds River Shores and Respass Beach would be bombarded with the chemical emissions of the sludge, a minimum of 80 percent of the time.

It also should be noted that while only a few persons would be affected by the full intensity

of the Craney Island odors, many hundreds would be almost constantly surrounded with the undiluted emanations of the new disposal area. It is safe to say that the overall pollution impact of the westward extension would be at least a thousand times larger than that of Craney Island as it is.

One further clarification is needed with respect to these odors. The past studies during the '70's lightly termed these as if they constituted only nuisance without physiological damage potential. Despite this, the fact is now as well as during the '70's and probably more so now, that these emissions constitute a definite health hazard. The three most important classes of sludge pollutants consist of legally or illegally disposed waste of chemical plants, compounds of petrochemical origin from the fuel and bilge systems of ships and of products of the decomposition of many organic materials suspended in the water.

Many of the gases emitted by either class are poisonous to varying extents and at least some of them are known to be carcinogen or cancer-producing agents. Furthermore, a number of physicians who were consulted in the past stated that medical knowledge about the long-term health hazards of many of these pollutants is insufficient, and at least one expressed the opinion that the long-term

subjection of people to this type of chemical environment without previous long-duration medical research would constitute nothing less than outright negligence. This impact on people cannot in any way be ignored.

Therefore, for these reasons and many others I am opposed to the westward expansion of Craney Island and any further disposal of dredge materials at Craney Island. I feel the most feasible solution is Ocean disposal considering cost, useful life, safety and environmental impact, and the least disruptive to the residents of Hampton Roads.

Respectfully Submitted, E. Thomas Swindell

I want to go on record as being adamantly opposed to any expansion of the Craney Island landfill.

Your Proposal directly affects the home owners, destroys existing marsh grasses, eliminates habitat for wildlife and rare birds,and economically impacts the whole Churchland area. When off shore options are available which don't affect any of the above, how can any other option be made?

It would also provide an economic

disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion because of noise and odors. I feel it is important to note it is my taxes and my neighbors which pay for your existence.

Respectfully, Jimmy F. Swindell.

I want to go on record as being adamantly opposed to any expansion of the Craney Island landfill.

The impact on my home and property is impossible to determine. My house was years in being designed and developed, never to be duplicated. My life savings have been used to build my dream house on this special property. The property has 1005 feet of frontage on the James River and 1061 feet of frontage on Hoffler Creek. Now with a stroke of a pen you want to destroy all I have worked for over the last 25 years. By landlocking my property. The waterfront access is lost, the view is destroyed and wildlife is eliminated. It is inconceivable to have to live with a disposal dump next to your property with the noise, air pollution and ugly sight. I would never be able to recoup the monetary loss this would incur.

Your Proposal directly affects the

home owners, destroys existing marsh grasses, eliminates habitat for wildlife and rare birds, and economically impacts the whole Churchland area. When off shore options are available which don't affect any of the above, how can any option be made?

It would be an economic disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion. I will be actively involved in preventing this disaster from occurring.

Respectfully, Richard T.Tillett

I received notification concerning the expansion of Craney Island Landfill. I am appalled that you would even consider this as an alternative. My property has 1005 feet of frontage on the James River and 1061 feet on Hoffler Creek. The impact to my home and property is inconceivable. Going from my dream house on beautiful water front property to being land locked by a disposal dump is a nightmare. There is no way you can compensate for the loss. I want to go on record as being adamantly opposed to any expansion of Craney Island.

Your Proposal directly affects the home owners, destroys existing marsh grasses, eliminates

habitat for wildlife and rare birds, and economically impacts the whole Churchland area. I had always understood you protected the Marsh grasses. When off shore options are available which don't affect any of the above, how can any other decision be made?

It would also provide an economic disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion because of noise and odors. I feel it is important to note it is my taxes and my neighbors which pay for your existence.

Respectfully, Sherry P. Tillett

Dear Colonel Thomas: For this century the Army Corps of Engineers has deposited its dredgings back in the harbor as a temporary solution to a major problem - how to keep the channels free of silt so the port may thrive and prosper.

I have lived in the immediate area of the Craney Island Disposal Area for 50 years. I am well aware of the importance of our harbor to the economic vitality of the surrounding cities. I am also very aware of the ecological importance of our salt water marshes, and the recreational value and beauty the harbor provides to so

many people. To destroy Hampton Roads by a continuation of "the dredge and fill" syndrome is myopic.

If the westward expansion of the Craney Island Disposal Area is consummated the devastation to the surrounding neighborhood is something the City of Portsmouth can ill afford.

There has to be an alternative solution.

Sincerely, Sue Trotman (Mrs. Harry L. Trotman)

Dear Colonel Thomas: My name is Charlotte Tuttle. I have lived at 4731 River Shore Road for 23 years. Therefore, I'm well aware of the skirmishes we've had with the Corps of Engineers since 1970 - 17 years! I could have sold my home sometime ago and been living peacefully now in another location. But I had faith that somewhere within the Corps was a cadre of bright minds that could solve the disposal problem even though for all of this century the harbor has been used as the repository for channel dredgings.

However, I was wrong. There are no innovative ideas in this latest notice. The sites are the same ones that the Corps proposed throughout the 70's.

Disposal of dredge spoils in sites that have a life of 20-30 or 40 years is a totally unsatisfactory answer for the channel deepening projects that must be done. I cannot believe that there is no solution other than filling Hampton Roads.

Sincerely, Charlotte Tuttle

Since I am unable to attend the meeting on August 6, 1987, I submit to you my objection to the expansion of the existing land fill in our area. Such an expansion would greatly devalue the property on River Shore Road and completely eliminate our water front view. Therefore I am highly opposed to this project. I have been a resident of River Shore Road for twenty-six years.

Respectfully, John L. Tynch

Dear Colonel Thomas, As a homeowner living for twenty-two years at 4735 River Shore Road, Portsmouth, Virginia, I wish to hereby again register my inalterable protest against the proposed possible westward expansion of the Craney Island Disposal Area.

It is my understanding that the study now being conducted regarding this disposal is that a long-

term disposal area is being sought. The westward expansion of the existing facility is a short-term, stop-gap solution and does not address the long-term solution.

The cost factor of ocean dumping of dredge spoils seems to be the only deterrent to this alternative. I contend that, as guardians of the harbor and all area assets, we cannot afford not to use this method. Overall, this would eliminate the need for more such costly studies in the future and prove to be acceptable to all concerned parties.

Portsmouth and Suffolk can tolerate no more blows to their present tax bases, which the westward expansion would surely create.

I respectfully submit that the westward expansion would be totally unacceptable and reqeust that the Corps seriously consider ocean dumping, as in other localities.

Yours very truly, Helen E. Walker

Dear Colonel Thomas, I respectfully request that all further thought of such stop-gap measures as the western expansion of the Craney Island disposal area be removed from the minds of the Corps of Engineers.

It is apparent that for many years,

the major thrust of the Corps of Engineers' planning has been based upon taking bits and pieces of land in the area close to the present Craney Island landfill. In my opinion, this is a tragic waste of natural resources and in the end, a waste of taxpayers' money. Since no new ideas have surfaced since the problem first began, I believe it is time to consider a permanent solution, such as ocean dumping or islands, as previously proposed.

I am appalled at the thought that the idea of further fouling of the harbor would be entertained, when a permanent, acceptable solution is possible.

Since cost appears to be the stumbling block, I hereby proposed that appropriate tariffs be imposed upon commerce using the harbor, thereby necessitating the dredging.

Very respectfully, Lloyd A. Walker

CERTIFICATE OF COURT REPORTER

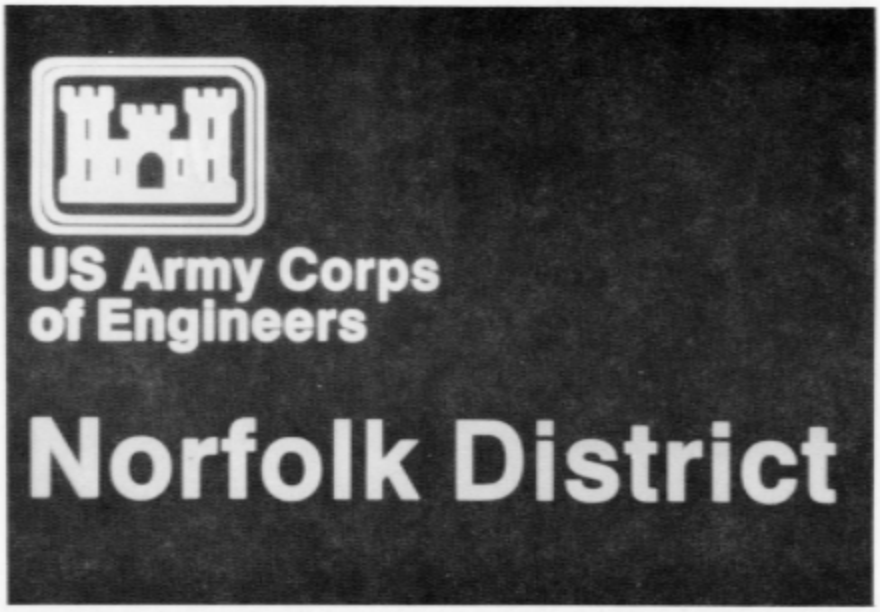
I, Audrey J. Grizzle, hereby certify that I was the Court Reporter at the time of the meeting hererin, befroe the Department of the Army, Norfolk District, Corps of Engineers, Public Meeting, on August 6, 1987, held inn the Auditorium, Churchland Junior High School, 4051 River Shore Road, Portsmouth, Virginia.

I further certify that the foregoing trannscript is a true and accurate record of the proceedings to the best of my ability and other incidents of the meeting herein.

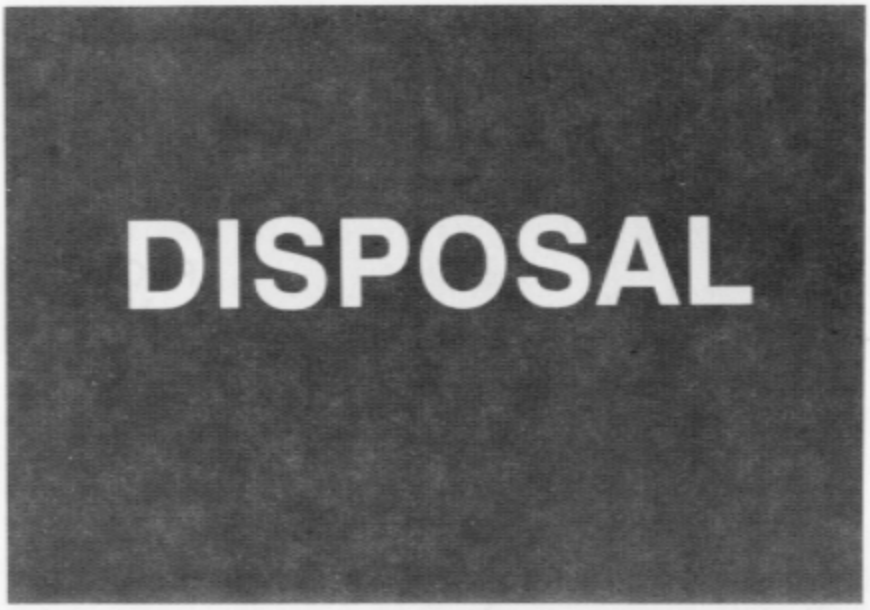
Given under my hand this 31st day of August, 1987.

Audrey J. Grizzle
Certified Shorthand Reporter
Registered Professional Reporter

CSR NO. 2492, RPR



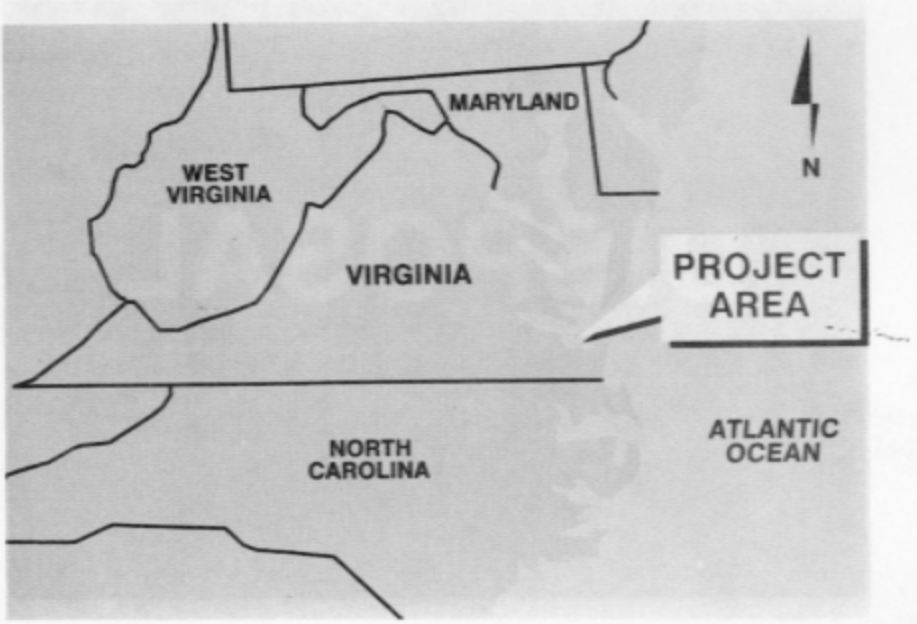
1. U.S. ARMY CORPS OF ENGINEERS LOGO



2. DISPOSAL

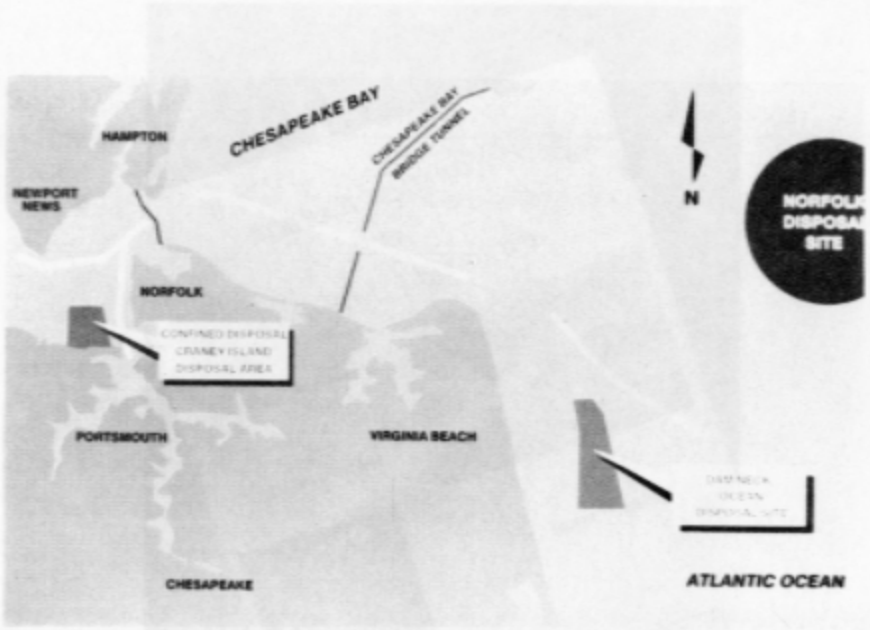
Exhibits 1 and 2

3. LONG TERM



4. PROJECT AREA

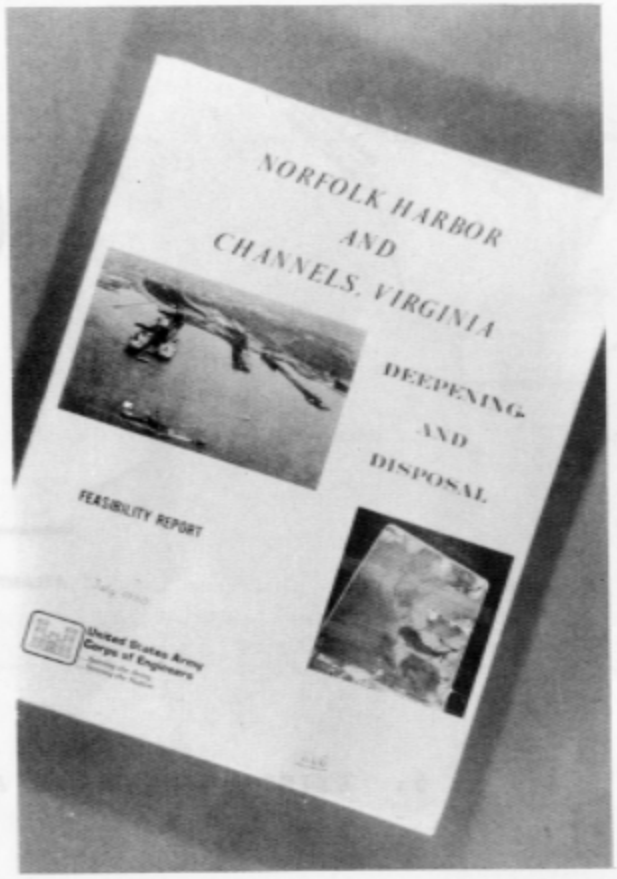
Exhibits 3 and 4



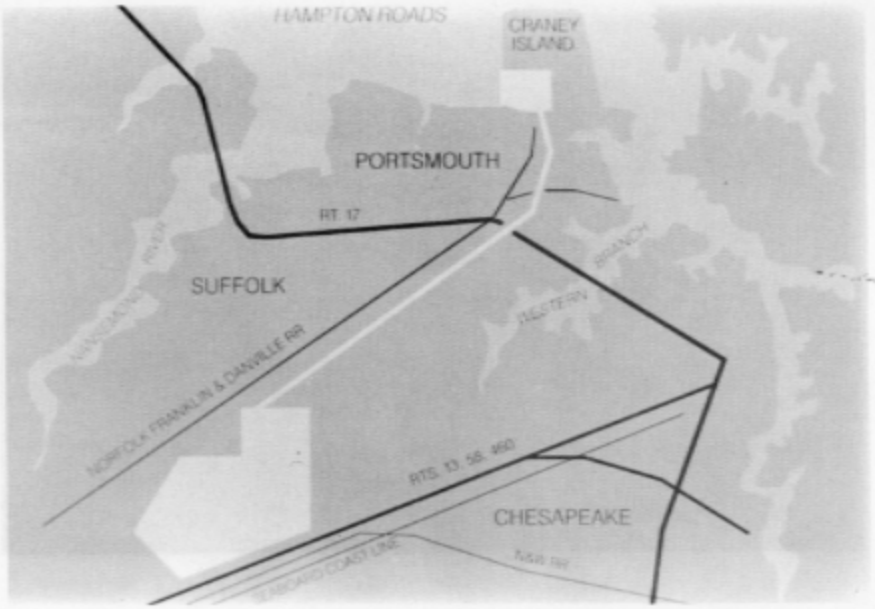
5. EXISTING DISPOSAL AREAS

6. AERIAL VIEW OF CRANEY ISLAND

Exhibits 5 and 6



7. FEASIBILITY REPORT COVER

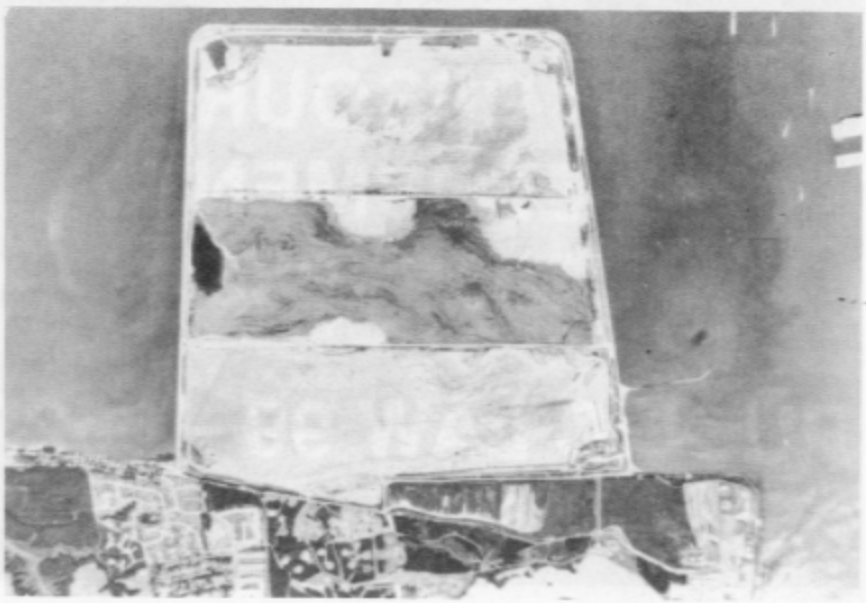


8. SUFFOLK SITE

Exhibits 7 and 8

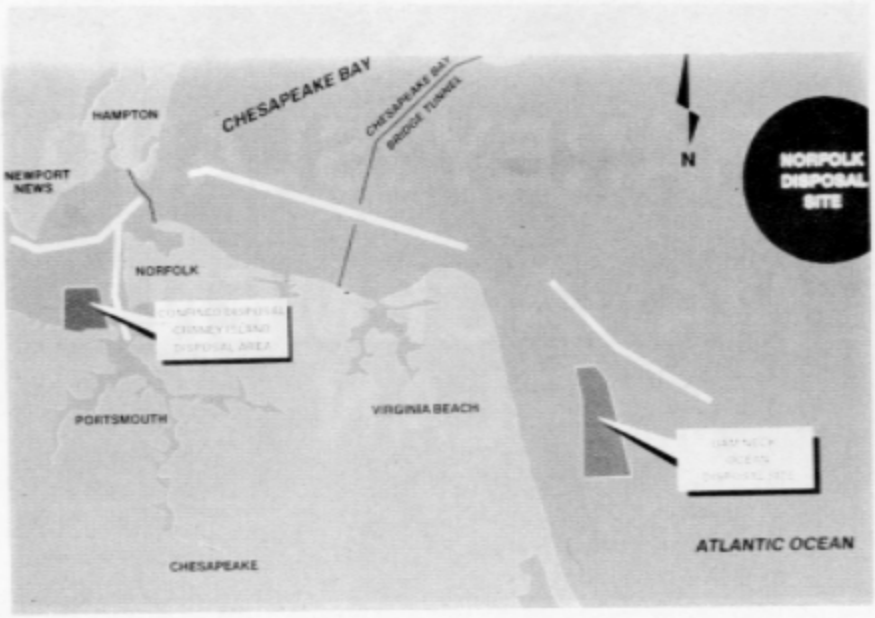
CRANEY ISLAND MANAGEMENT PLAN

9. CRANEY ISLAND MANAGEMENT PLAN



10. AERIAL VIEW OF CRANEY ISLAND SHOWING 3 CELLS

Exhibits 9 and 10



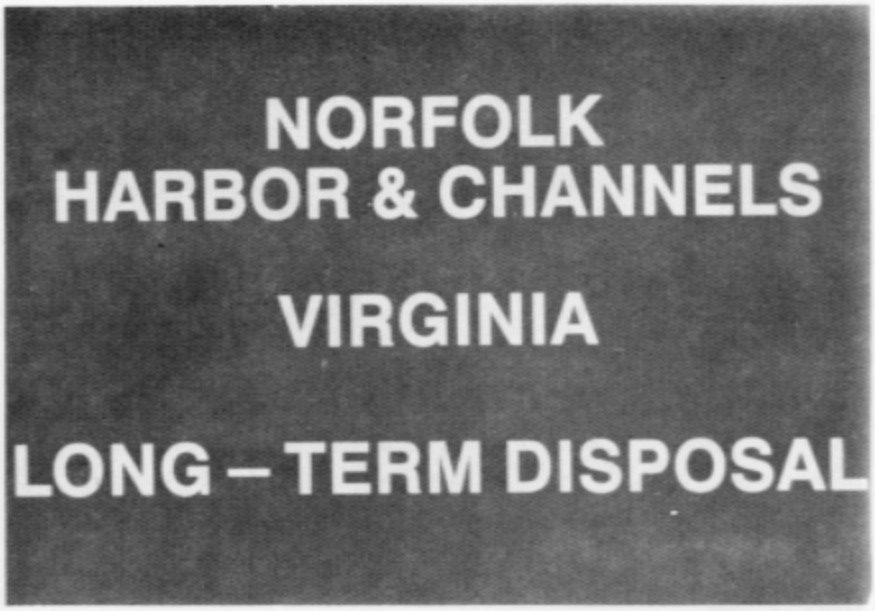
11. MAP OF OCEAN SITES

WATER RESOURCES DEVELOPMENT ACT OF 1986

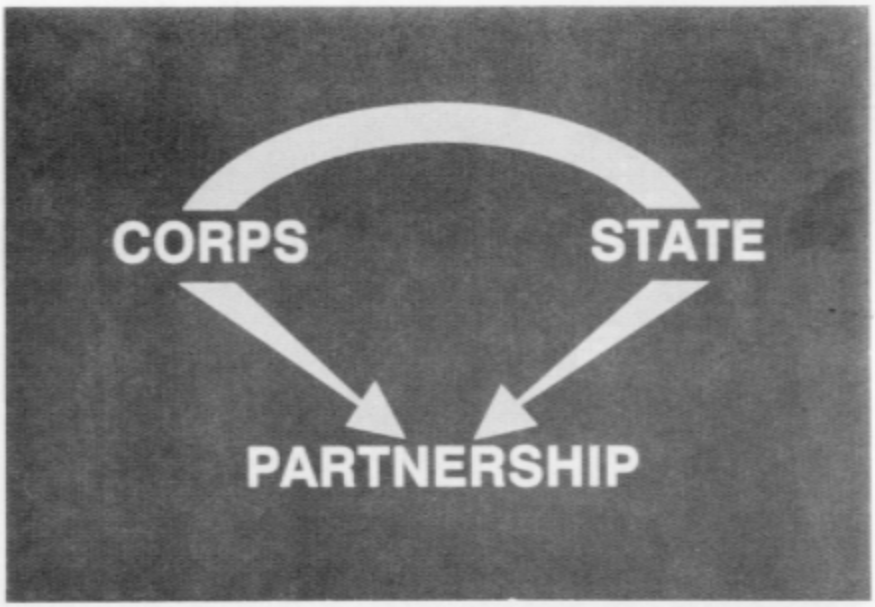
PUBLIC LAW 99 – 662

12. WATER RESOURCES DEVELOPMENT ACT OF 1986

Exhibits 11 and 12

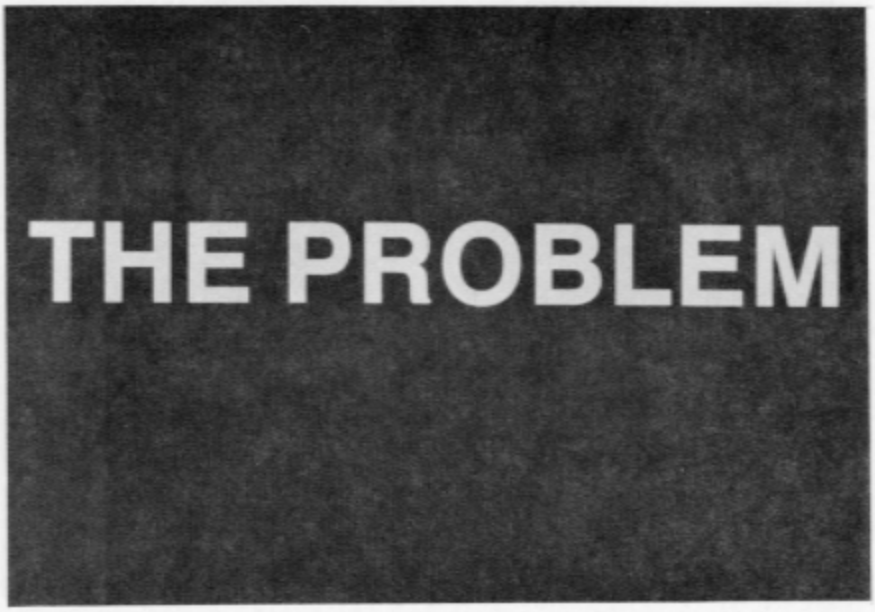


13. STUDY TITLE

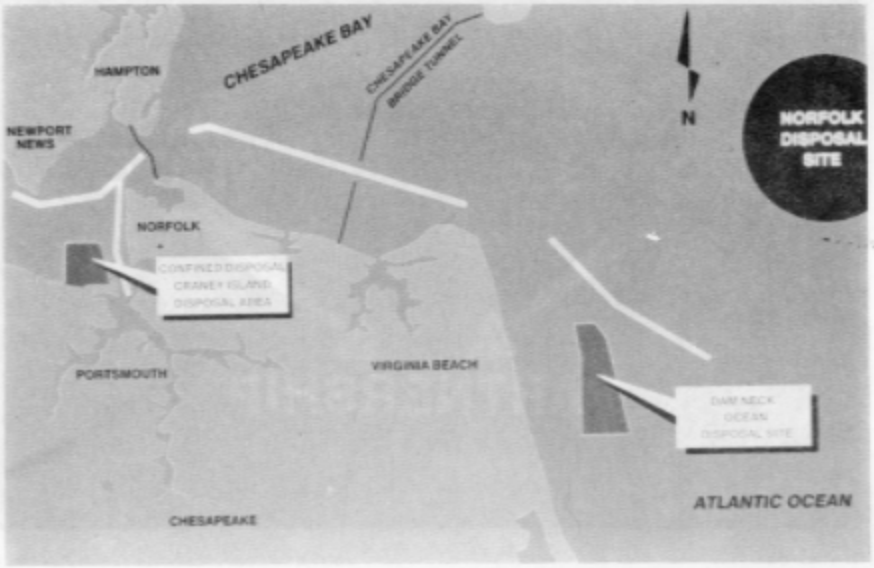


14. CORPS/STATE PARTNERSHIP

Exhibits 13 and 14

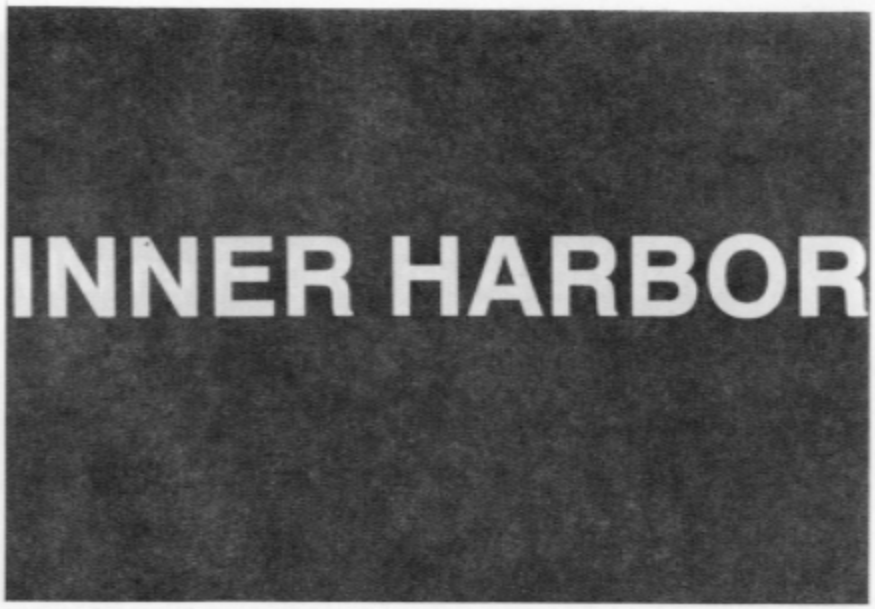


15. PROBLEM

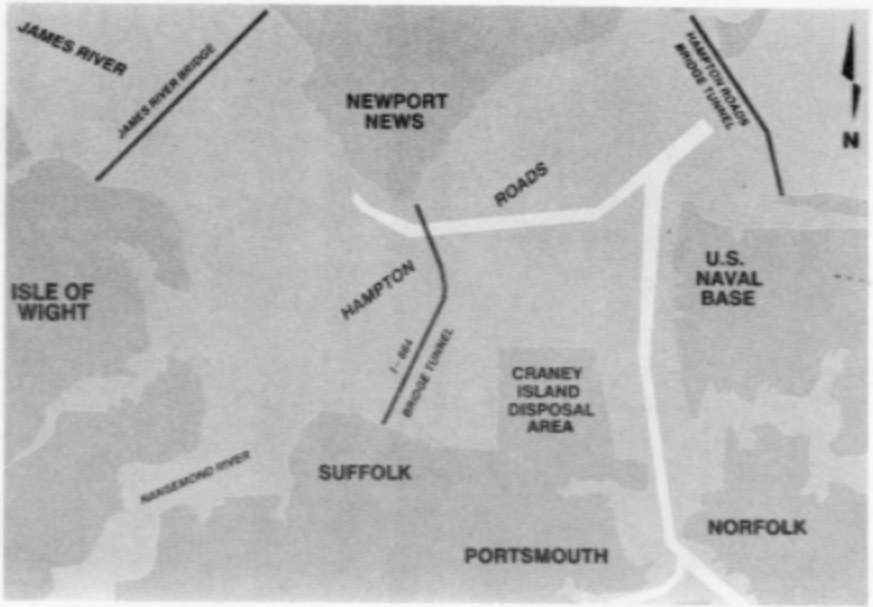


16. MAP OF OCEAN SITES

Exhibits 15 and 16



17. INNER HARBOR



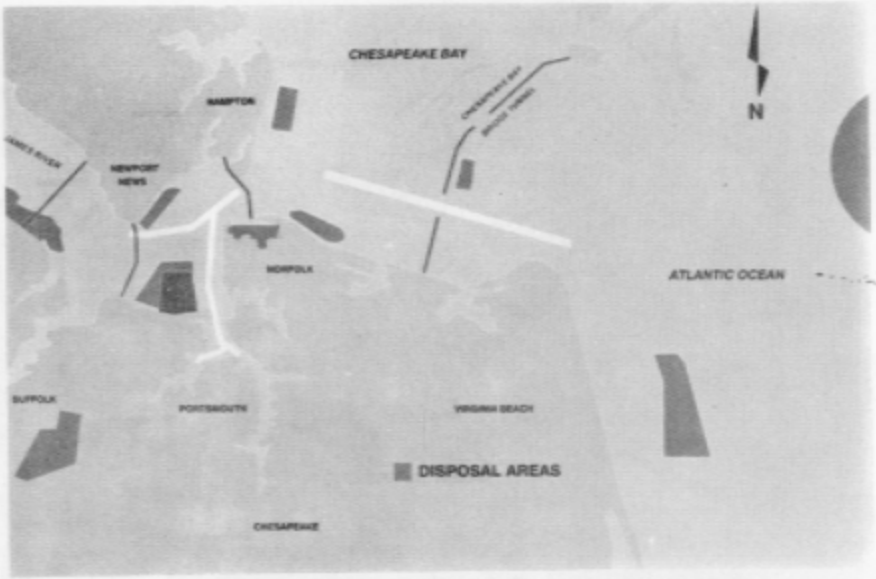
18. MAP OF INNER HARBOR

Exhibits 17 and 18

STUDY OBJECTIVES

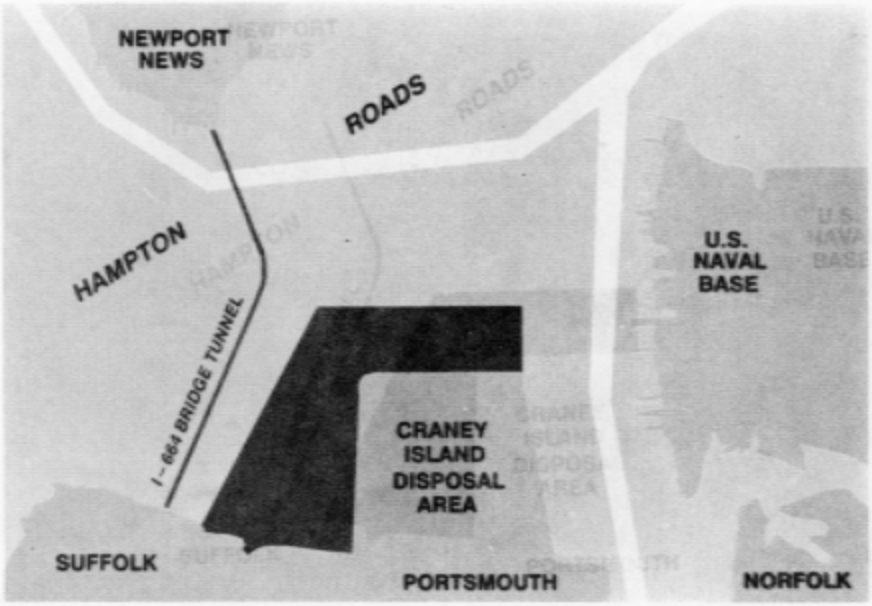
- Address the long – term disposal problem
- Develop an environmentally and socially acceptable, technically feasible, and economical long – term disposal plan

19. STUDY OBJECTIVES

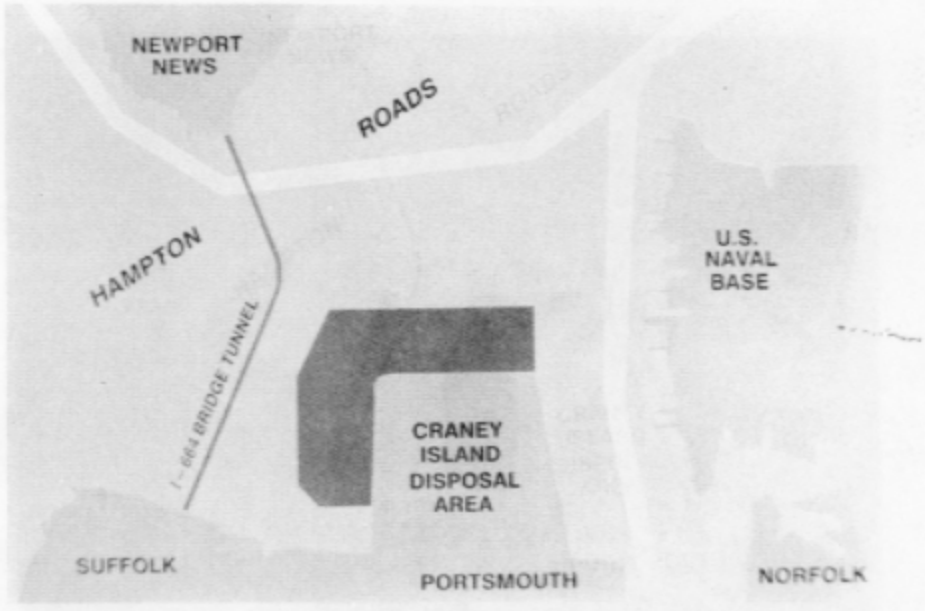


20. MAP WITH ALTERNATIVES

Exhibits 19 and 20

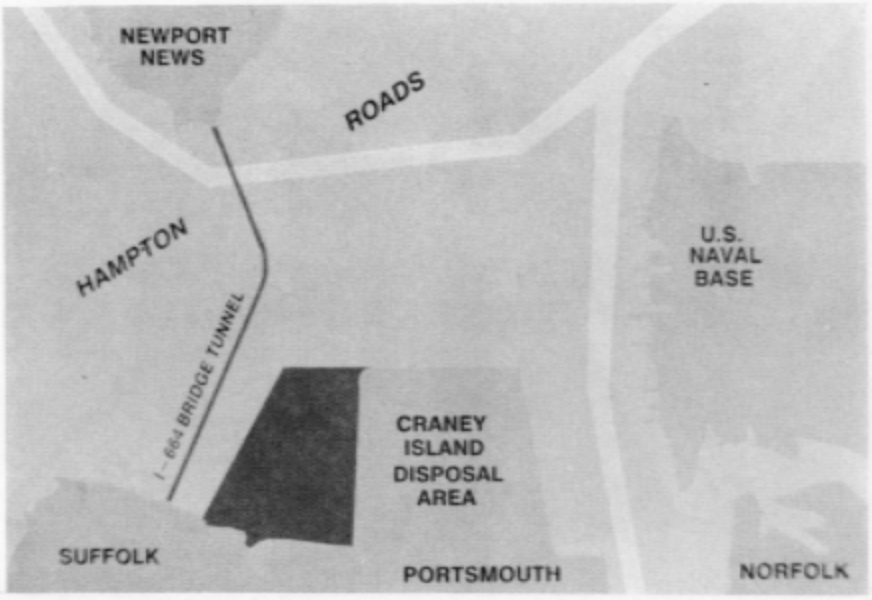


21. EXPANSION SCHEME

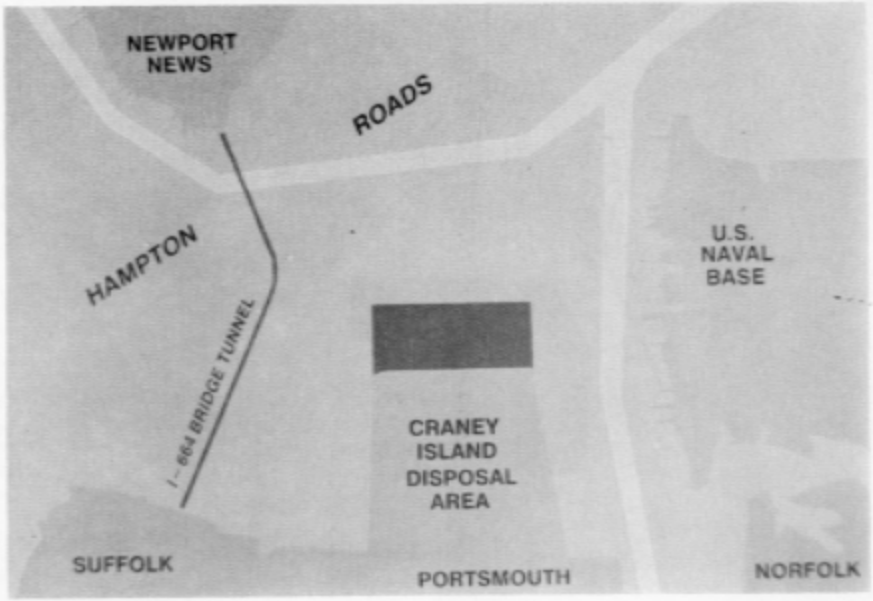


22. EXPANSION SCHEME

Exhibits 21 and 22

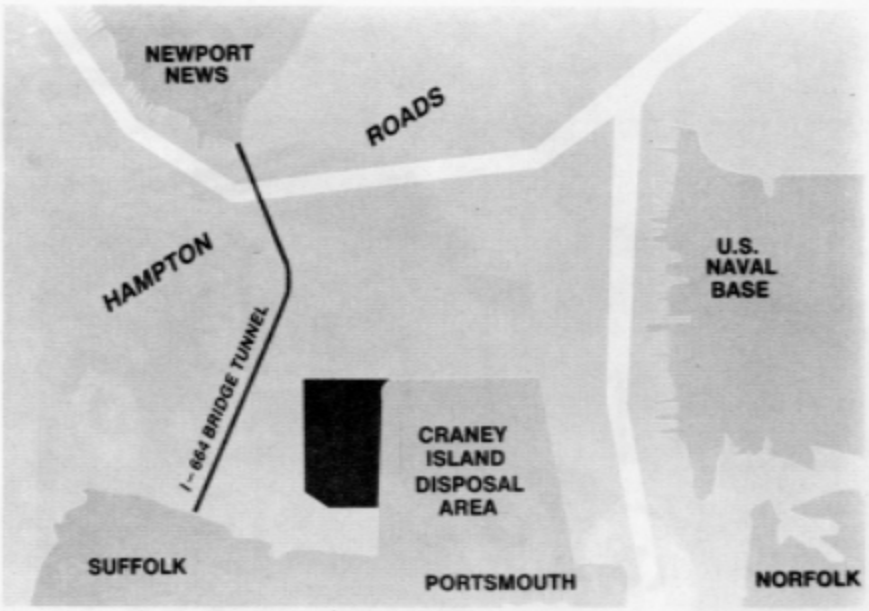


23. EXPANSION SCHEME



24. EXPANSION SCHEME

Exhibits 23 and 24



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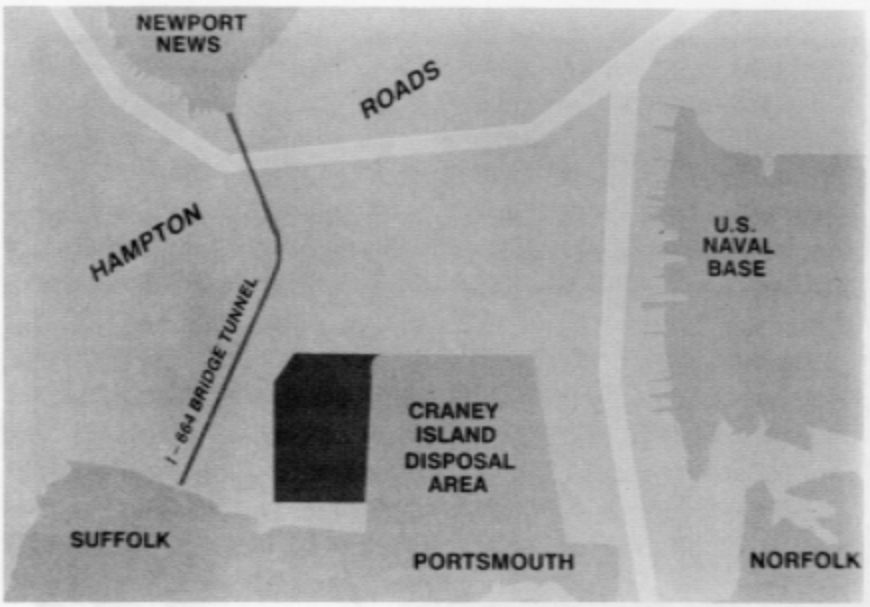
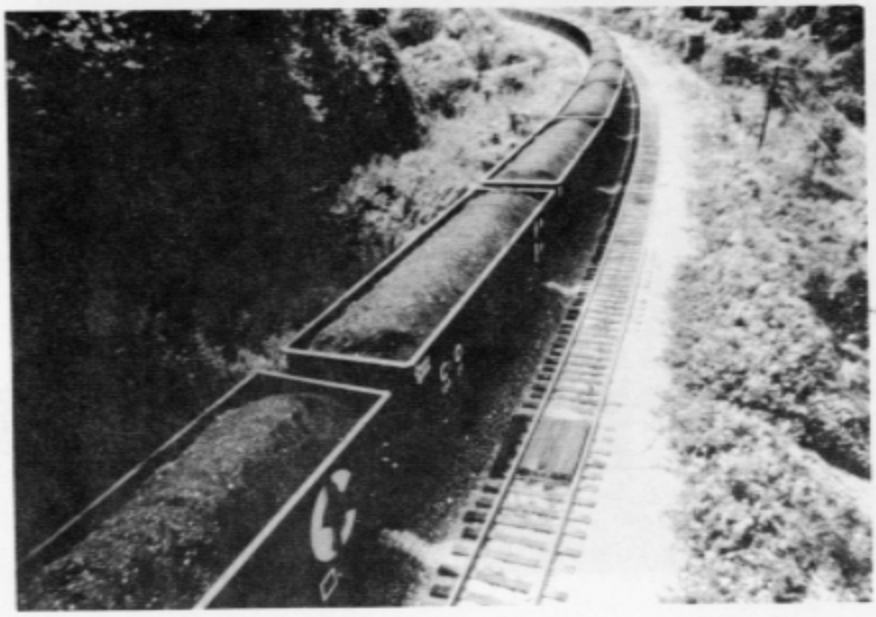


26. EXPANSION SCHEME

Exhibits 25 and 26

27. TRUCK HAUL



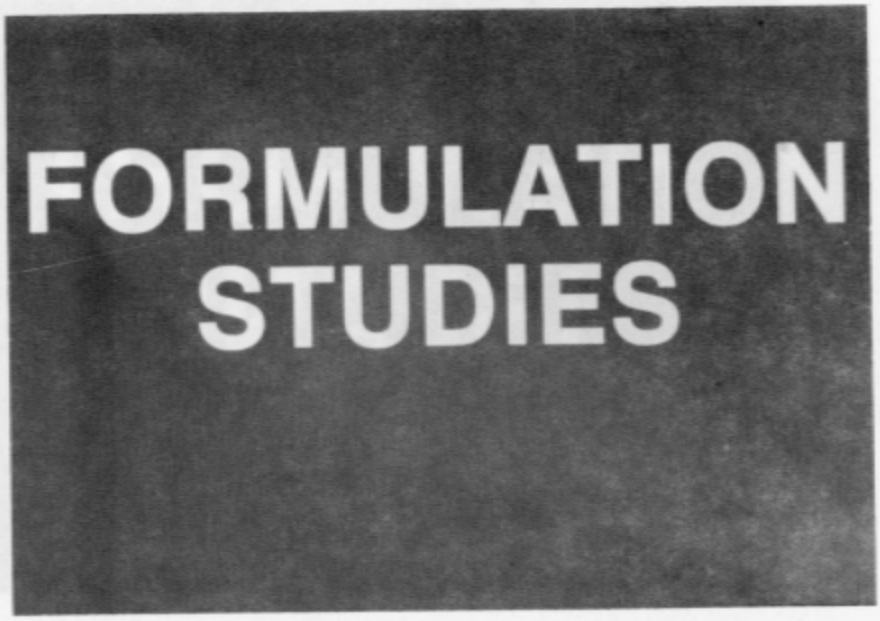
28. RAIL HAUL

Exhibits 27 and 28

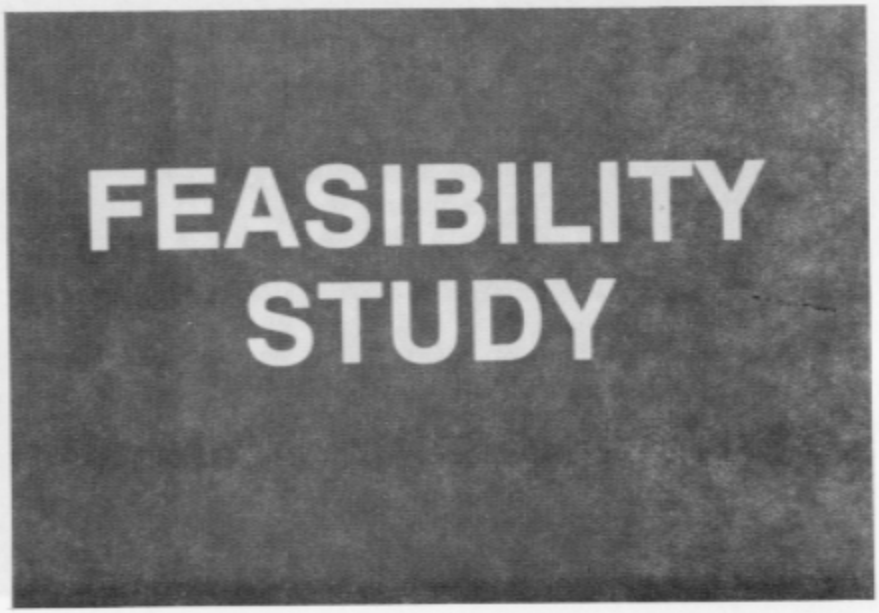
29. NEW PORT ISLAND

30. BENEFICIAL USES

Exhibits 29 and 30

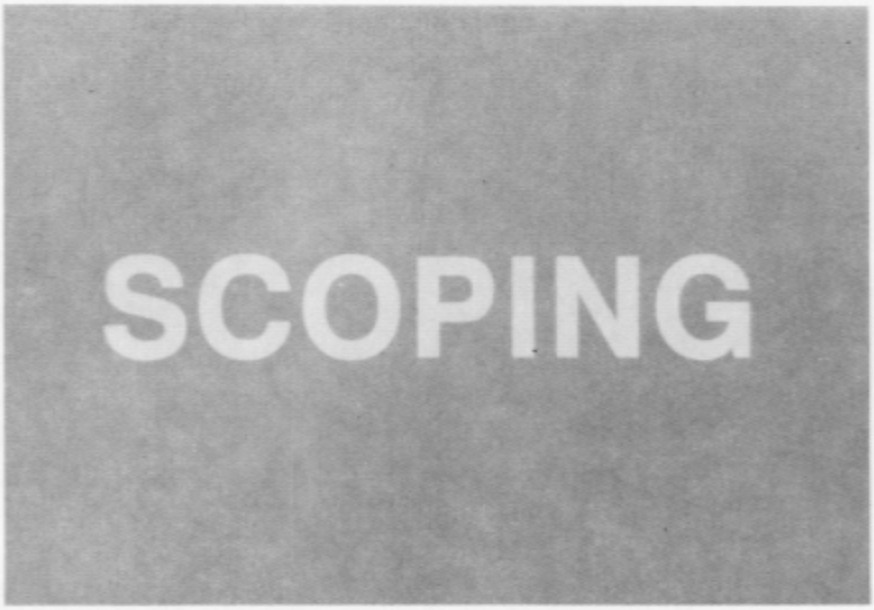


31. FORMULATION STUDIES

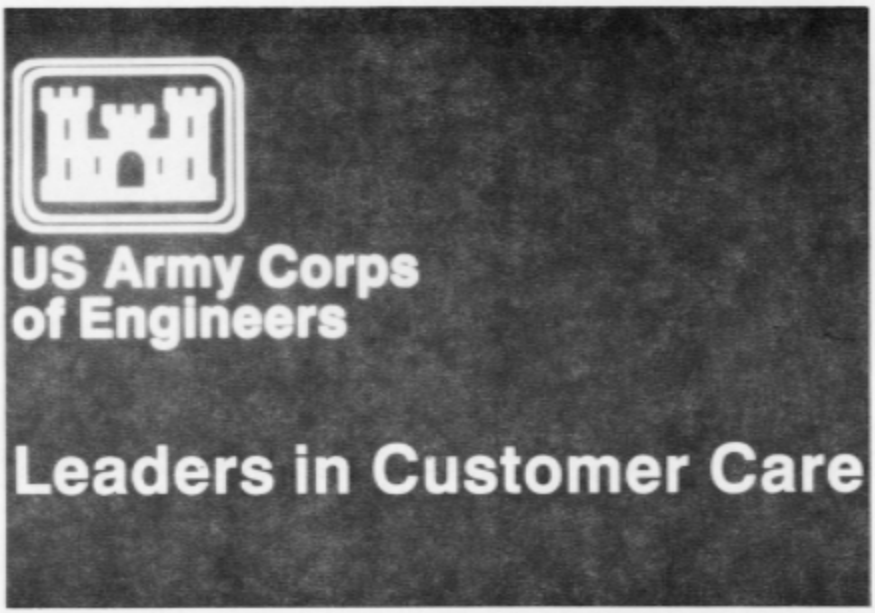


32. FEASIBILITY STUDY

Exhibits 31 and 32



33. SCOPING



34. LOGO

Exhibits 33 and 34

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
MILITARY INSTALLATIONS AND FACILITIES SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
MILITARY PERSONNEL AND COMPENSATION SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
GENERAL OVERSIGHT SUBCOMMITTEE
ENERGY, ENVIRONMENT AND SAFETY ISSUES SUBCOMMITTEE

SELECT COMMITTEE ON AGING
HEALTH AND LONG-TERM CARE SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE
426 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-6365

CONSTITUENT SERVICE OFFICES:
801 WATER STREET
PORTSMOUTH, VA 23704
(804) 393-2068

VA 1ST SAVINGS AND LOAN BUILDING
FRANKLIN AND ADAMS STREET, #807
PETERSBURG, VA 23803
(804) 732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
(804) 634-5575

July 13, 1987

Col. Joseph J. Thomas
Colonel, Corps of Engineers
Norfolk District, Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I have enclosed a copy of the correspondence I have received from John V. Tuttle, 4731 River Shore Road, Portsmouth, Virginia 23703.

Please examine the contents and answer the questions raised.

Please respond to my staff at 801 Water Street, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enc.: 1

4731 River Shore Road
Portsmouth, Virginia 23703
July 10, 1987

The Honorable Norman Sisisky
Congress of the United States
House of Representatives
801 Water Street
Portsmouth, Virginia 23704

Dear Congressman Sisisky:

Attached is a notice issued by the Army Corps of Engineers relating to a hearing to be held on the selection of a site for the disposition of dredged spoils from Hampton Roads. The Corps has held five public hearings concerning selection of a site to deposit dredged spoils - September 10, 1970; June 1, 1972; August 28, 1974; March 28, 1977; March 21, 1980. In every one of these hearings the Corps had among its contemplated sites the westward expansion of the present Craney Island Disposal Area. As you see from the enclosed literature, it appears the westward expansion is a prime consideration again. After every hearing, we had the distinct impression that the westward expansion was no longer under consideration.

The River Shore area in Portsmouth is immediately to the west of the Craney Island Disposal Area and would be the most adversely affected area. You can well imagine the psychological impact this has had on our neighborhood over the years. In the Revised Draft Environmental Statement Replacement Study - Craney Island Disposal Area - Port of Hamtpon Roads, Virginia prepared by the Office of the Chief of Engineers in Washington, December 1974, page 26 section 6.15 it states: "The proposed extension would have a major social impact on the residents of River Shores, a significant impact on property values along the adjacent waterfront, and could impart other economic repercussions to the city of Portsmouth. ... ... The social impact cannot be measured adequately in monetary terms."

The Corps has had the disposal problem for years. The present Craney Island Disposal Area was a short term solution and every site under consideration now is a short term solution. Upon looking at the map of the attached you can readily see that Hampton Roads will eventually be filled. In fact, the Corps of Engineers confirms this in their Report of Survey Investigation - The Craney Island Disposal Area...Replacement or Extension, dated October 1974. Page 18." ..... Nor can 4 square miles of the harbor's water surface be continually committed every 20-25 years without the eventual filling of the harbor coming into view. ....."

We are very supportive of the deepening of the harbor and are well aware of its economic benefit to the area and rest of the State. However, as has been pointed out at all of these hearings, there has to be a long term solution to the disposition of dredged spoils other than filling the harbor of Hampton Roads.

Former Congressmen Porter Hardy and Robert Daniel have been supportive in the past and we would very much appreciate any help you can give us.

Sincerely,

John V. Tuttle

John V. Tuttle
President, River Shore Civic League

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

July 27, 1987

Plan Formulation Branch

Honorable Norman Sisisky
House of Representatives
801 Water Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of July 13, 1987 in behalf of Mr. John V. Tuttle, concerning consideration of the expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and politically acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we are conducting a public scoping meeting on August 6, 1987, at 7:30 P.M., at Churchland Junior High School. The purpose of this meeting will be to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. In this connection, I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions.

Thank you for your interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at 441-3761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

COMMONWEALTH of VIRGINIA

Office of the Governor

Richmond 23219

John W. Daniel, II
Secretary of Natural Resources

July 14, 1987

Colonel J. J. Thomas
U. S. Army
District Engineer
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

I have received a copy of your notice of the August 6 public scoping meeting on dredged material disposal sites.

Thank you for advising us of this meeting in time for us to prepare initial comments and questions regarding the alternative plans under consideration by the Norfolk District Corps. I am asking agencies in this secretariat to work together, acquainting themselves with the alternatives and preparing to participate in the public scoping meeting. Several (if not all) of the alternative disposal sites have been considered before, and information previously assembled could be valuable at this point in your planning process.

Let me also take this opportunity to make you aware of a resolution adopted by the 1987 General Assembly. This Act, House Joint Resolution 223, expresses the legislature's determination of beach replenishment as the priority use of suitable quality dredged material. A copy of the resolution is enclosed.

I commend your foresight in preparing early for siting disposal areas in concert with plans for developments in Hampton Roads harbor, and look forward to continued communication on this matter.

With kindest regards, I am

Sincerely yours,

John W. Daniel, II

GENERAL ASSEMBLY OF VIRGINIA -- 1987 SESSION

HOUSE JOINT RESOLUTION NO. 223

Urging the U. S. Army Corps of Engineers to allow the Commonwealth of Virginia to determine the extent to which dredged materials can be used for beach nourishment.

Agreed to by the House of Delegates, February 4, 1987
Agreed to by the Senate, February 24, 1987

WHEREAS, the beaches along the tidal shorelines of the Commonwealth are important recreational and economic assets; and

WHEREAS, these beaches are subject to severe erosion; and

WHEREAS, Section 21-11.16 of the Code of Virginia declares as the policy of the Commonwealth that "the shores of the Commonwealth of Virginia are a most valuable resource that should be protected from erosion which reduces the tax base, decreases recreational opportunities..." and that the Commonwealth should "bring to bear the state's resources effectuating effective practical solutions thereto"; and

WHEREAS, the Norfolk and Baltimore Districts of the U.S. Army Corps of Engineers dredges millions of cubic yards of Virginia's bottomland; and

WHEREAS, much of this dredged material is suitable for beach replenishment and could be used for rebuilding eroding beaches; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the U.S. Army Corps of Engineers allow the Commonwealth to determine whether any portion of the dredged material is of sufficient quality to be placed on Virginia's beaches; and, be it

RESOLVED FURTHER, That after such a determination is made, the U.S. Army Corps of Engineers shall make all reasonable efforts to provide such dredged material to the Commonweath in lieu of ocean disposal; and, be it

RESOLVED FINALLY, That the Clerk of the House of Delegates transmit copies of this resolution to the commanding officers of the U. S. Army Corps of Engineers, Norfolk and Baltimore District Offices.

4739 River Shore Road
Portsmouth, Va. 23703
July 14, 1987

Department of the Army
Norfolk District Corps of Engineers
803 Front Street
Norfolk, Va. 23510

Dear Sir,

I am a resident of Portsmouth and live on the south side of Hampton Roads. I have a long standing interest in the plans of the Corps regarding the dredge disposal for Hampton Roads and request that I be provided a copy of the announcement for an upcoming public hearing in Portsmouth, and when prepared a copy of the summary book containing the documented results of the hearing.

If there is a charge for the above I shall be glad to respond upon your notification of the costs.

Sincerely,

Walter S. Griggs, Jr.

Exhibit 37

4769 River Shore Road
Portsmouth, Virginia 23703
July 14, 1987

Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Attention: Plan Formulation Branch

Dear Sir:

We would like to express our objection to the proposal to expand the landfill behind the present homes along River Shore Road, Portsmouth.

This expansion would greatly depreciate the value of the property on both sides of River Shore Road. An alternative would be a disposal site on the Bay.

Thank you for your consideration on this urgent matter. Everyone on this Road is very concerned.

Sincerely yours,

Gordon R. MacDonald

Marie S. MacDonald

Exhibit 38

CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 934-3111

CITY MANAGER

July 17, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

This correspondence is in reference to the study being initiated by the Corps of Engineers, in conjunction with the Commonwealth of Virginia, to address long-term disposal alternatives associated with the deepening of the Port of Hampton Roads.

The City would like to articulate its concerns regarding the following alternatives being considered as potential dredged spoil sites:

1. A 6,000 acre upland site within the City of Suffolk

2. The Westward expansion of Craney Island

As you may be aware, the Council of the City of Suffolk, at public hearings held on April 18, 1977; March 21, 1980, and April 10, 1980, relayed its profound opposition to the utilization of the "Suffolk Site" as a disposal site. For your reference, I am enclosing copies of the City Council's previous position on this alternative, including a Resolution adopted on March 5, 1980.

The purpose of this letter is to formally advise that, at its meeting of July 15, 1987, the City Council unanimously reaffirmed its position to adamantly oppose the disposal of dredged spoils materials at any location within the City of Suffolk. Due to the potential adverse impacts associated with the westward expansion of Craney Island, the City Council further directed that I also advise you of its opposition to this specific disposal alternative. Again, the City is opposed to any disposal location within the City of Suffolk and the Westward expansion of Craney Island. These respective positions will be presented at the August 6, 1987 Public Scoping Meeting by a representative of my staff.

There is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of either of the above disposal alternatives. To this end, I would request that you keep me advised of all future public briefings, meetings, and hearings relative to the formulation of the long-term disposal plan.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely yours,

John L. Rowe, Jr.
City Manager

JLRJr:bhb

Rear Admiral Alan D. Breed
Commander (d)
5th Coast Guard District
Federal Building
431 Crawford Street
Portsmouth, Virginia 23704-5004

Mr. Brynn H. Mitchell
Director
Department of Conservation -
Historic Resources
Division of Historic Landmarks
221 Governor Street
Richmond, Virginia 23219

Honorable Maurice Rowe
Secretary of Commerce & Resource
State of Virginia
910 Capital Street
Richmond, Virginia 23219

Mr. Joseph H. Maroon
Virginia Executive Director
Chesapeake Bay Foundation
1001 E. Main Street
Suite 815
Richmond, Virginia 23219

Mr. Howard F. Larson
Regional Director
U.S. Fish and Wildlife Service
1 Gateway Center
Suite 700
Newton Corner, Massachusetts 02158

Rear Admiral David E. Bottoeff
Commander Atlantic Division
U. S. Navy Facilities Engineering
Command
Norfolk, Virginia 23511

The Honorable Paul S. Trible, Jr.
Tower Box 59
2191 Executive Drive
Hampton, Virginia 23666

The Honorable William T. Parker
729 Fentress Road
Chesapeake, Virginia 23320

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Mr. Jack W. Mace
Executive Vice President
Hampton Roads Maritime Association
P. O. Box 3487
Norfolk, Virginia 23514

The Honorable Mary Sue Terry
Attorney General
State Supreme Court Building
Richmond, Virginia 23219

Mr. Tudor Davies, Director
Environmental Protection Agency
Office of Marine and
Estaurine Protection
8th Floor
Fairchild Building
499 South Capital Street, S.W. D.C.
Washington, D.C. 20460

Dr. Frank O. Perkins
Virginia Institute of Marine Sciences
School of Marine Science
College of William and Mary
Gloucester Point, Virginia 23062

Mr. Ralph Keel
Refuge Manager
P. O. Box 349
Suffolk, Virginia 23434

Mr. William A. Pruitt
Commissioner
Marine Resources Commission
P. O. Box 756
2401 West Avenue
Newport News, Virginia 23607-0756

Mr. Richard Burton
Executive Director
State Water Control Board
P. O. Box 11143
Richmond, Virginia 23230-1143

Mr. Keith Buttleman
Administrator
Council on the Environment
903 Ninth Street Office Building
Richmond, Virginia 23219

Mr. R. H. Cross, Jr.
Executive Director
Commission of Game and
Inland Fisheries
P. O. Box 11104
Richmond, Virginia 23230

Mr. Robert S. Demauri
Director of Marketing
Department of Economic Development
1000 Washington Building
Richmond, Virginia 23219

Dr. William M. Dunstan
Chairman
Oceanography Department
Old Dominion University
Norfolk, Virginia 23508

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Mr. J. Robert Bray
Executive Director
Virginia Port Authority
1600 Maritime Tower
Norfolk, Virginia 23510

The Honorable Gerald L. Baliles
Governor
Commonwealth of Virginia
Richmond, Virginia 23219

Mr. Edward Wilczynski
Director
Office of Ecology & Environmental
Conservation
U. S. National Oceanic and
Atmospheric Administration
6814 Herbert Hoover Building
14th & Constitutional Avenue
Washington, D.C. 20230

The Honorable Johnny S. Joannou
P. O. Box 1064
Portsmouth, Virginia 23705-1064

The Honorable J. Samuel Glasscock
National Bank Building
Suffolk, Virginia 23434

The Honorable John W. Warner, Jr.
805 Federal Building
200 Granby Mall
Norfolk, Virginia 23510

The Honorable Norman D. Sisisky
801 Water Street
Portsmouth, Virginia 23794

A RESOLUTION ADOPTING THE ATTACHED REPORT ENTITLED *POSITION REPORT - NORFOLK HARBOR AND CHANNELS DEEPENING AND DISPOSAL* AS THE OFFICIAL POSITION PAPER OF THE CITY OF SUFFOLK, VIRGINIA, REGARDING THE PROPOSED USE OF LAND WITHIN THE CITY OF SUFFOLK AS A SITE FOR THE DISPOSAL OF SPOIL DREDGE FROM NORFOLK HARBOR AND CHANNELS

WHEREAS, the Army Corps of Engineers has proposed that a site within the City of Suffolk, Virginia, be used for disposal of spoil dredge from Norfolk Harbor and Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the site proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, The Army Corps will, on March 21, 1980, hold a public hearing on the use of said land as a spoil dredge site; and

WHEREAS, the Council of the City of Suffolk, Virginia, is desirous of presenting an official statement of the City's position at said public hearing.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, Virginia, that the attached report entitled *Position Report - Norfolk Harbor and Channels Deepening and Disposal* be and the same hereby is, adopted as the City of Suffolk's official position paper regarding the proposed use of land within the City of Suffolk as a spoil dredge site; and

BE IT FURTHER RESOLVED that a copy of this Resolution and the attached report be presented at the March 21, 1980 public hearing to be held by the Army Corps of Engineers.

ADOPTED BY COUNCIL March 5, 1980

TESTE: _____

Approved as to form:

Edwin T. Calhoun

City Attorney

POSITION REPORT

NORFOLK HARBOR AND CHANNELS

DEEPENING AND DISPOSAL

The following is in response to the Department of the Army, Corps of Engineers' study and report on the feasibility of improving the deep-water channels and anchorages serving the Port of Hampton Roads and of providing a replacement for or extension of the existing Craney Island Disposal Area. Specifically, this position report is in reference to those aspects of the Corps' Draft Feasibility Report which proposes that property identified as the "Suffolk Site" be utilized as a future disposal area for open ocean disposal.

The Draft Feasibility Report recommends that dredged material from Hampton Roads be transported to the Suffolk Site from the existing Craney Island Disposal Area via a pipeline. Expended water would be returned to Craney Island from the Suffolk Site by means of a separate pipeline. Levees at the site are proposed to be constructed to an elevation of 47 feet mean sea level, enclosing a potential capacity equivalent to a useful life of fifty (50) years.

The Suffolk City Council has previously expressed its opposition to the use of the Suffolk Site due to a potentially severe negative ecological and economical impact on the City. Council has formally recommended that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concerns, delivered at the April 18, 1977 Public Hearing conducted by the "Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia", are essentially unchanged. (A copy of Mayor Hope's letter delivered at the Public Hearing is attached hereto and made a part of this position statement.) The deposit and storage of saltwater dredged spoils material and its contaminants at the Suffolk Site pose a potentially severe environmental impact on the delicate ecosystem of the surrounding area and a definite economic loss to the City's tax base. To this end, the City's previous comments are fully supported based on the following specific conclusions:

1. There exists a serious possibility that such disposal activities on the Suffolk Site may result in the contamination of potable water in the shallow groundwater aquifers by the intrusion of saltwater spoils material. Likewise, there exists the possibility that contaminated effluent (e.g. Kepone, pesticides, etc.) might intrude into the surrounding area's water table. In effect, impact on the groundwater of the Suffolk Site and its surrounding

area, which includes residential developments in the Cities of Suffolk and Chesapeake, is currently unknown and potentially disastrous.

2. As pointed out by the Task Force's Environmental Measures Subcommittee and the Army Corps of Engineers' Draft Feasibility Report, sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its contaminants can be permanently prevented from entering the fresh water aquifers at the site. There are an abundance of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As expressed previously by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Suffolk Site for the disposal of spoils material must be "... absolutely contingent upon future study showing no possibility for contamination of the water table." There is obviously no room for supposition or assumption relative to this matter.

4. There exists the distinct possibility that the site may be a recharge area for the Great Dismal Swamp. The environmental impact of this proposed disposal action on the hydrological system of the Dismal Swamp and the indirect effect on its ecosystem is potentially disastrous.

5. There exists a real danger of contamination to the surrounding area by drainage runoff from the deposited spoils material. Substantive knowledge of the quality of saltwater and its influence after deposition - particularly on the water quality and salinity of Bennetts Creek and the Nansemond River - are essential in order to accurately predict an overall environmental impact on the immediate drainage basin (i.e., secondary and tertiary) and its natural features. Consideration must be given to the potential hazards surrounding incidences of flooding and levying breaks due to the occurance of heavy rainfall during a confined period of time. The Corps of Engineers recently completed a review of impoundment structures in the Suffolk area and the perceived damage that would result to private property during periods of heavy inundation of rainfall. A similar analysis by the Corps would seem to be appropriate to the Suffolk Site.

6. Conversion of the Suffolk Site from a low lying forest to a dredged spoil disposal area would result in the combined loss of approximately 6,000 +- acres of commercial timber producing wetland and high quality wildlife habitat. Disruption of the

natural activities of endemic and/or endangered animal and fowl species would occur, including the loss or displacement of resident plant life. Wildlife would be forced into adjacent wooded areas or face eventual destruction.

7. A key recreation feature to the City of Suffolk is its clean water for fishing, as well as its forest and woodlands for wildlife habitat and subsequent game hunting. Game animals, which are indigenous to the Suffolk Site, provide a popular recreational activity. (Note: Principal mammals include the marsh rabbit, white-tailed deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of the U. S. Highway 58/460.) This recreational aspect of the properties in question would be significantly affected and/or eliminated altogether. The loss of 6,000 +- acres of such forestry land would severly hamper the City's efforts in promoting the preservation of such valuable areas for outdoor recreational purposes and would be in direct conflict with the Suffolk Department of Parks and Recreation Action Plan, which represents the goals and objectives and future capital recreational needs for the City.

8. There is apparently no economic incentive for conversion of the site from timber producing acreage to a dredged spoils receiving area. The City Assessor's Office has determined the market value assessment of the property affected (approximately 7,068 actual acres) to be $5,109,250, with a use value assessment of $3,774,650. Under the current assessment and tax rate, the City of Suffolk would suffer an actual tax loss of $37,236.64 per year. As the property values increase, the tax loss will also be increased. Property values of several major residential developments, as well as other scattered homesites in proximity to the proposed disposal area, will be significantly affected.

9. Use of the site would result in the loss of 6,000 +- acres for an undeterminable period of time. There is expressed concern for the reclamation and reuse of the area once all related disposal operations have ceased. Use of the property would be severly limited, if available at all. Costs involved in the reclammation and subsequent development are virtually uncertain.

10. It is important to note that the Suffolk Site is immediately west of and adjacent to the Portsmouth-Chesapeake Airport and lies within that facility's air traffic "approach zones." Use of this site as a disposal area will constitute a potential hazard to the operation of this public airport based on the high number of airborne fowl which will increasingly concentrate around the dredged spoils material for feeding purposes. Conflicts between such concentrations of birds, seagulls, etc. and the air space of small aircraft are a distinct possibility and will very likely inhibit the expanded use of this facility.

11. The proposed use of the Suffolk Site as a confined area for the disposal of dredged spoils material is not in conformance with the City's existing or proposed zoning regulations, as provided for under Title 15.1, Chapter 11, Article 8, Section 15.1-486 et. seq., of the Code of Virginia, as amended. The City of Suffolk's Proposed Comprehensive Zoning Ordinance identifies the bulk of this area as a Conservation District. The legislative intent of this proposed zoning classification is as follows:

> "The purpose of this district is to protect and conserve those irreplaceable land and water resources that are critical to the welfare of the people of Suffolk and that are particularly intolerant to use by men. The importance of these districts is based on their unique qualities as habitats for the propagation of natural animal and plant life or as existing or future sources of potable water for the people of Suffolk. Although within the scope of this statement of intent and generally included in designated Conservation Districts, wetlands as defined by Chapter 2.1 of Title 2.1 of the Code of Virginia are also regulated by the Wetlands Ordinance as enacted by the City Council."

The above comments are intended to represent the more significantly adverse impacts associated with the proposed utilization of the Suffolk Site. A substantial degree of environmental effects on this highly sensitive area are virtually unknown at this time.

In summary, there is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of the Suffolk Site as a disposal area for saltwater dredged material and its contaminants, including kepone contaminated spoil. The City Council of Suffolk remains adamantly opposed to this proposal and reaffirms that the City is prepared to take all possible legal action to prevent the use of this general area for such disposal purposes.

Attachment

Office of the Mayor and City Council/P. O. Box 1858/Suffolk, Virginia 23434/804-539-2351

April 18, 1977

Mr. M. V. Craft
Chairman
Task Force to Study Future
Disposal of Dredged Material
for the Commonwealth of Virginia
Norfolk, Virginia

Dear Mr. Craft:

This letter is in reference to the proposed plan for the disposal of dredged material from the channels within the Port of Hampton Roads. As you know, this plan proposes that the dredged material meeting Environmental Protection Agency criteria be disposed of in the open ocean and that all other dredged material be disposed of in the "Nansemond Site" in the City of Suffolk. The Suffolk City Council has discussed this matter and has requested me to present the City's position at this public hearing.

The Suffolk City Council feels that the use of the Nansemond Site would have a severe negative ecological and economic impact on the City, and it recommends that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concern with the disposal of dredged spoil material at the Nansemond Site is the potentially severe environmental impact such action would have on the ecosystem of the surrounding area.

The Suffolk City Council has reached this conclusion based on the following:

1. There exists a serious possibility that such disposal activities on the Nansemond Site could result in the contamination of potable water in the shallow groundwater aquifers by the saltwater spoil. The artesian head of the Cretaceous aquifer now exists at a depth of approximately 17 feet beneath the ground surface.

2. There exists a disastrous possibility that contaminated effluent might intrude into the surrounding area's water table. Such effects could be widespread. As further pointed out in the Task Force's Environmental Measures Subcommittee report, all sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its contaminants can be permanently prevented from entering the fresh water aquifers. There are a number of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As emphasized

by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Nansemond Site for the disposal of spoil material is "...absolutely contingent upon future study showing no possibility for contamination of the water table."

4. There exists a real problem of contamination to the surrounding area by drainage runoff from the deposited spoil. Substantive knowledge of the quality of the saltwater and its influence after deposition - particularly on the water quality and salinity of Dennett's Creek and the Nansemond River - is essential in order to accurately predict an overall environmental impact on the immediate drainage basin (secondary, tertiary, etc.) and its natural features. As stated in the Interim Report of the Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia dated February, 1977, "An indirect effect could be the destruction of some natural food sources for wildlife as a result of a saltwater seepage; however, this is impossible to predict."

5. The conversion of the Nansemond Site from a low lying forest to a dredged spoil disposal area would result in the loss of 6,000 acres of commercial timber producing swampland and wildlife habitat. This would disrupt the natural activities of numerous native plants, animals and birds.

6. Wildlife would be forced into adjacent wooded areas or face eventual destruction, and the report further indicates that the game animals would be significantly affected and would remove from this property a popular recreational activity." (Note: Principal animals indigenous to the Nansemond Site include the marsh rabbit, white-tailed deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of U. S. Highway 58/460.)

7. As indicated in the Interim Report, "it was the very strong feeling of this Task Force, as well as the feeling of the previous State Task Force which reported in September, 1973, that the best disposal site for all dredged material from the Hampton Roads area is the open ocean."

8. As regards the economical issues affecting the selection of a site for the disposal of dredged material, conversion of the Nansemond Site (6,000 acres) would remove property appraised last year at $1,750,000.00 from the City of Suffolk's tax base. There is apparently no economic incentive for relinquishing the site.

9. There is concern for the reclamation and reuse of the area once such disposal activities have ceased. Use of the property would be very limited. The accompanying costs involved in reclamation and development are uncertain.

In summary, the City Council of Suffolk is adamantly opposed to the use of the Nansemond Site for the disposal of any dredged spoil material, and is prepared to take all possible legal action to prevent same.

Sincerely yours,

James F. Hope
Mayor

JFH:jmq

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

August 3, 1987

Plan Formulation Branch

Mr. John L. Rowe, Jr.
City Manager
City of Suffolk
Post Office Box 1858
Suffolk, Virginia 23434

Dear Mr. Rowe:

Please refer to your letter of July 17, 1987 concerning consideration of the Suffolk Site and expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and politically acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration alternatives such as the Suffolk Site or expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we are conducting a public scoping meeting on August 6, 1987, at 7:30 p.m., at Churchland Junior High School. The purpose of this meeting will be to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our

study. In this connection, I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions.

Thank you for your interest in this matter. I can assure you that the concerns expressed in your letter will be given full consideration in our study, and you will be kept abreast of developments relative to the formulation of a long-term disposal plan. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at 441-3761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

CF: RECORDS
READING
PLANNING

YANCEY/PL-F

OGLE/PL-F

CULPEPPER/PL

LOSCHI/OC

MATHEWS

FROST

THOMAS

CITY OF NEWPORT NEWS

VIRGINIA

DEPARTMENT OF DEVELOPMENT
OFFICE OF THE DIRECTOR

2400 WASHINGTON AVENUE
NEWPORT NEWS 23607
804 247-8428

July 22, 1987

Colonel J. J. Thomas
District Engineer
Army Corps of Engineers
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

Thank you for your recent notice inviting the City of Newport News to participate in the upcoming public scoping meeting on the long-term disposal plan for the Norfolk Harbor and Channels project. The City is vitally interested in this project and its potential impact on the economic development of the locality.

For some time now, the City has considered creating an island with dredge spoil material on the Hampton Flats area. While we are not actively pursuing the project at this time, due to a variety of reasons, there is still a great deal of interest in the concept.

Because of this interest, I wish to encourage you to undertake a full and comprehensive study of the economic and environmental feasibility of utilizing Hampton Flats as a long-term disposal area. Emphasis in your study should be placed on the impact such disposal would have on the James River seed oyster beds and related water circulation patterns. If it is at all possible, a three dimensional model of the harbor should be employed in your study.

Of equal importance is the economic benefit a disposal site may create. The dredged material is the property of the Commonwealth of Virginia and, where possible, should be utilized in such a way as to create new economic opportunities for the various localities of Hampton Roads. Whenever possible, the dredged material should be put to an economic use and not dumped in open ocean sites such as Dam Neck.

I urge you to evaluate all of the potential sites for disposal and carefully balance the environmental and potential economic benefits of each.

I appreciate your consideration of these suggestions.

Sincerely,

Paul F. Miller
Director
Planning and Development

PFM:SRH:jp

Exhibit 40

SISISKY
VIRGINIA

ARMED SERVICES COMMITTEE
MILITARY INSTALLATIONS AND FACILITIES SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
MILITARY PERSONNEL AND COMPENSATION SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
GENERAL OVERSIGHT SUBCOMMITTEE
ENERGY, ENVIRONMENT AND SAFETY ISSUES SUBCOMMITTEE

SELECT COMMITTEE ON AGING
HEALTH AND LONG-TERM CARE SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

ANNEX B
(202) 225-6365

CONSTITUENT SERVICE OFFICES
801 WATER STREET
PORTSMOUTH, VA 23704
(804) 393-2068

VA 1ST SAVINGS AND LOAN BUILDING
FRANKLIN AND ADAMS STREET, #807
PETERSBURG, VA 23803
(804) 732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
(804) 634-5575

July 23, 1987

Col. Joseph J. Thomas
Colonel, Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I have enclosed a copy of the correspondence I have received from John L. Rowe, Jr., City Manager, P.O. Box 1858, Suffolk, Virginia 23434.

Please examine the contents and answer the questions raised.

Please respond to my staff at 801 Water Street, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enclosure

CITY OF SUFFOLK

P. O. BOX 1858. SUFFOLK. VIRGINIA 23434. PHONE 934-3111

CITY MANAGER

July 20, 1987

The Honorable Norman D. Sisisky
801 Water Street
Portsmouth, Virginia 23794

Dear Norman:

This correspondence is in reference to the study being initiated by the Corps of Engineers, in conjunction with the Commonwealth of Virginia, to address long-term disposal alternatives associated with the deepening of the Port of Hampton Roads.

The City would like to articulate its concerns regarding the following alternatives being considered as potential dredged spoil sites:

1. A 6,000 acre upland site within the City of Suffolk

2. The Westward expansion of Craney Island

As you may be aware, the Council of the City of Suffolk, at public hearings held on April 18, 1977; March 21, 1980, and April 10, 1980, relayed its profound opposition to the utilization of the "Suffolk Site" as a disposal site. For your reference, I am enclosing copies of the City Council's previous position on this alternative, including a Resolution adopted on March 5, 1987.

The purpose of this letter is to formally advise that, at its meeting of July 15, 1987, the City Council unanimously reaffirmed its position to adamantly oppose the disposal of dredged spoils materials at any location within the City of Suffolk. Due to the potential adverse impacts associated with the westward expansion of Craney Island, the City Council further directed that I also advise you of its opposition to this specific disposal alternative. Again, the City is opposed to any disposal location within the City of Suffolk and the Westward expansion of Craney Island. These respective positions will be presented at the August 6, 1987 Public Scoping Meeting by a representative of my staff.

There is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of either of the above disposal alternatives. To this end, I would request that you keep me advised of all future public briefings, meetings, and hearings relative to the formulation of the long-term disposal plan.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely yours,

John L. Rowe, Jr.
City Manager

JLRJr:bhb

A RESOLUTION ADOPTING THE ATTACHED REPORT ENTITLED *POSITION REPORT - NORFOLK HARBOR AND CHANNELS DEEPENING AND DISPOSAL* AS THE OFFICIAL POSITION PAPER OF THE CITY OF SUFFOLK, VIRGINIA, REGARDING THE PROPOSED USE OF LAND WITHIN THE CITY OF SUFFOLK AS A SITE FOR THE DISPOSAL OF SPOIL DREDGE FROM NORFOLK HARBOR AND CHANNELS

WHEREAS, the Army Corps of Engineers has proposed that a site within the City of Suffolk, Virginia, be used for disposal of spoil dredge from Norfolk Harbor and Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the site proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, The Army Corps will, on March 21, 1980, hold a public hearing on the use of said land as a spoil dredge site; and

WHEREAS, the Council of the City of Suffolk, Virginia, is desirous of presenting an official statement of the City's position at said public hearing.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, Virginia, that the attached report entitled *Position Report - Norfolk Harbor and Channels Deepening and Disposal* be and the same hereby is, adopted as the City of Suffolk's official position paper regarding the proposed use of land within the City of Suffolk as a spoil dredge site; and

BE IT FURTHER RESOLVED that a copy of this Resolution and the attached report be presented at the March 21, 1980 public hearing to be held by the Army Corps of Engineers.

ADOPTED BY COUNCIL March 5, 1980

TESTE: _____

Approved as to form:

Edwin T. Calhoun

City Attorney

POSITION REPORT

NORFOLK HARBOR AND CHANNELS

DEEPENING AND DISPOSAL

The following is in response to the Department of the Army, Corps of Engineers' study and report on the feasibility of improving the deep-water channels and anchorages serving the Port of Hampton Roads and of providing a replacement for or extension of the existing Craney Island Disposal Area. Specifically, this position report is in reference to those aspects of the Corps' Draft Feasibility Report which proposes that property identified as the "Suffolk Site" be utilized as a future disposal area for open ocean disposal.

The Draft Feasibility Report recommends that dredged material from Hampton Roads be transported to the Suffolk Site from the existing Craney Island Disposal Area via a pipeline. Expended water would be returned to Craney Island from the Suffolk Site by means of a separate pipeline. Levees at the site are proposed to be constructed to an elevation of 47 feet mean sea level, enclosing a potential capacity equivalent to a useful life of fifty (50) years.

The Suffolk City Council has previously expressed its opposition to the use of the Suffolk Site due to a potentially severe negative ecological and economical impact on the City. Council has formally recommended that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concerns, delivered at the April 18, 1977 Public Hearing conducted by the "Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia", are essentially unchanged. (A copy of Mayor Hope's letter delivered at the Public Hearing is attached hereto and made a part of this position statement.) The deposit and storage of salt-water dredged spoils material and its contaminants at the Suffolk Site pose a potentially severe environmental impact on the delicate ecosystem of the surrounding area and a definite economic loss to the City's tax base. To this end, the City's previous comments are fully supported based on the following specific conclusions:

1. There exists a serious possibility that such disposal activities on the Suffolk Site may result in the contamination of potable water in the shallow groundwater aquifers by the intrusion of saltwater spoils material. Likewise, there exists the possibility that contaminated effluent (e.g. Kepone, pesticides, etc.) might intrude into the surrounding area's water table. In effect, impact on the groundwater of the Suffolk Site and its surrounding

area, which includes residential developments in the Cities of Suffolk and Chesapeake, is currently unknown and potentially disastrous.

2. As pointed out by the Task Force's Environmental Measures Subcommittee and the Army Corps of Engineers' Draft Feasibility Report, sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its contaminants can be permanently prevented from entering the fresh water aquifers at the site. There are an abundance of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As expressed previously by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Suffolk Site for the disposal of spoils material must be "... absolutely contingent upon future study showing no possibility for contamination of the water table." There is obviously no room for supposition or assumption relative to this matter.

4. There exists the distinct possibility that the site may be a recharge area for the Great Dismal Swamp. The environmental impact of this proposed disposal action on the hydrological system of the Dismal Swamp and the indirect effect on its ecosystem is potentially disastrous.

5. There exists a real danger of contamination to the surrounding area by drainage runoff from the deposited spoils material. Substantive knowledge of the quality of saltwater and its influence after deposition - particularly on the water quality and salinity of Bennetts Creek and the Nansemond River - are essential in order to accurately predict an overall environmental impact on the immediate drainage basin (i.e., secondary and tertiary) and its natural features. Consideration must be given to the potential hazards surrounding incidences of flooding and levying breaks due to the occurance of heavy rainfall during a confined period of time. The Corps of Engineers recently completed a review of impoundment structures in the Suffolk area and the perceived damage that would result to private property during periods of heavy inundation of rainfall. A similar analysis by the Corps would seem to be appropriate to the Suffolk Site.

6. Conversion of the Suffolk Site from a low lying forest to a dredged spoil disposal area would result in the combined loss of approximately 6,000 +- acres of commercial timber producing wetland and high quality wildlife habitat. Disruption of the

natural activities of endemic and/or endangered animal and fowl species would occur, including the loss or displacement of resident plant life. Wildlife would be forced into adjacent wooded areas or face eventual destruction.

7. A key recreation feature to the City of Suffolk is its clean water for fishing, as well as its forest and woodlands for wildlife habitat and subsequent game hunting. Game animals, which are indigenous to the Suffolk Site, provide a popular recreational activity. (Note: Principal mammals include the marsh rabbit, white-tailod deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of the U. S. Highway 58/460.) This recreational aspect of the properties in question would be significantly affected and/or eliminated altogether. The loss of 6,000 +- acres of such forestry land would severly hamper the City's efforts in promoting the preservation of such valuable areas for outdoor recreational purposes and would be in direct conflict with the Suffolk Department of Parks and Recreation Action Plan, which represents the goals and objectives and future capital recreational needs for the City.

8. There is apparently no economic incentive for conversion of the site from timber producing acreage to a dredged spoils receiving area. The City Assessor's Office has determined the market value assessment of the property affected (approximately 7,068 actual acres) to be $5,109,250, with a use value assessment of $3,774,650. Under the current assessment and tax rate, the City of Suffolk would suffer an actual tax loss of $37,236.64 per year. As the property values increase, the tax loss will also be increased. Property values of several major residential developments, as well as other scattered homesites in proximity to the proposed disposal area, will be significantly affected.

9. Use of the site would result in the loss of 6,000 +- acres for an undeterminable period of time. There is expressed concern for the reclamation and reuse of the area once all related disposal operations have ceased. Use of the property would be severly limited, if available at all. Costs involved in the reclammation and subsequent development are virtually uncertain.

10. It is important to note that the Suffolk Site is immediately west of and adjacent to the Portsmouth-Chesapeake Airport and lies within that facility's air traffic "approach zones." Use of this site as a disposal area will constitute a potential hazard to the operation of this public airport based on the high number of airborne fowl which will increasingly concentrate around the dredged spoils material for feeding purposes. Conflicts between such concentrations of birds, seagulls, etc. and the air space of small aircraft are a distinct possibility and will very likely inhibit the expanded use of this facility.

11. The proposed use of the Suffolk Site as a confined area for the disposal of dredged spoils material is not in conformance with the City's existing or proposed zoning regulations, as provided for under Title 15.1, Chapter 11, Article 8, Section 15.1-486 et. seq., of the Code of Virginia, as amended. The City of Suffolk's Proposed Comprehensive Zoning Ordinance identifies the bulk of this area as a Conservation District. The legislative intent of this proposed zoning classification is as follows:

> "The purpose of this district is to protect and conserve those irreplaceable land and water resources that are critical to the welfare of the people of Suffolk and that are particularly intolerant to use by men. The importance of these districts is based on their unique qualities as habitats for the propagation of natural animal and plant life or as existing or future sources of potable water for the people of Suffolk. Although within the scope of this statement of intent and generally included in designated Conservation Districts, wetlands as defined by Chapter 2.1 of Title 2.1 of the Code of Virginia are also regulated by the Wetlands Ordinance as enacted by the City Council."

The above comments are intended to represent the more significantly adverse impacts associated with the proposed utilization of the Suffolk Site. A substantial degree of environmental effects on this highly sensitive area are virtually unknown at this time.

In summary, there is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of the Suffolk Site as a disposal area for saltwater dredged material and its contaminants, including kepone contaminated spoil. The City Council of Suffolk remains adamantly opposed to this proposal and reaffirms that the City is prepared to take all possible legal action to prevent the use of this general area for such disposal purposes.

Attachment

Office of the Mayor and City Council/P. O. Box 1858/Suffolk, Virginia 23434 [illegible] 2551

April 18, 1977

Mr. H. V. Craft
Chairman
Task Force to Study Future
Disposal of Dredged Material
for the Commonwealth of Virginia
Norfolk, Virginia

Dear Mr. Craft:

This letter is in reference to the proposed plan for the disposal of dredged material from the channels within the Port of Hampton Roads. As you know, this plan proposes that the dredged material meeting Environmental Protection Agency criteria be disposed of in the open ocean and that all other dredged material be disposed of in the "Nansemond Site" in the City of Suffolk. The Suffolk City Council has discussed this matter and has requested me to present the City's position at this public hearing.

The Suffolk City Council feels that the use of the Nansemond Site would have a severe negative ecological and economic impact on the City, and it recommends that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concern with the disposal of dredged spoil material at the Nansemond Site is the potentially severe environmental impact such action would have on the ecosystem of the surrounding area.

The Suffolk City Council has reached this conclusion based on the following:

1. There exists a serious possibility that such disposal activities on the Nansemond Site could result in the contamination of potable water in the shallow groundwater aquifers by the saltwater spoil. The artesian head of the Cretaceous aquifer now exists at a depth of approximately 17 feet beneath the ground surface.

2. There exists a disastrous possibility that contaminated effluent might intrude into the surrounding area's water table. Such effects could be widespread. As further pointed out in the Task Force's Environmental Measures Subcommittee report, all sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its constituents can be permanently prevented from entering the fresh water aquifers. There are a number of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As emphasized

by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Nansemond Site for the disposal of spoil material is "...absolutely contingent upon future study showing no possibility for contamination of the water table."

4. There exists a real problem of contamination to the surrounding area by drainage runoff from the deposited spoil. Substantive knowledge of the quality of the saltwater and its influence after deposition - particularly on the water quality and salinity of Bennett's Creek and the Nansemond River - is essential in order to accurately predict an overall environmental impact on the immediate drainage basin (secondary, tertiary, etc.) and its natural features. As stated in the Interim Report of the Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia dated February, 1977, "An indirect effect could be the destruction of some natural food sources for wildlife as a result of a saltwater seepage; however, this is impossible to predict."

5. The conversion of the Nansemond Site from a low lying forest to a dredged spoil disposal area would result in the loss of 6,000 acres of commercial timber producing swampland and wildlife habitat. This would disrupt the natural activities of numerous native plants, animals and birds.

6. Wildlife would be forced into adjacent wooded areas or face eventual destruction, and the report further indicates that the game animals would be significantly affected and would remove from this property a popular recreational activity." .(Note: Principal animals indigenous to the Nansemond Site include the marsh rabbit, white-tailed deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of U. S. Highway 58/460.)

7. As indicated in the Interim Report, "it was the very strong feeling of this Task Force, as well as the feeling of the previous State Task Force which reported in September, 1973, that the best disposal site for all dredged material from the Hampton Roads area is the open ocean."

8. As regards the economical issues affecting the selection of a site for the disposal of dredged material, conversion of the Nansemond Site (6,000 acres) would remove property appraised last year at $1,750,000.00 from the City of Suffolk's tax base. There is apparently no economic incentive for relinquishing the site.

9. There is concern for the reclamation and reuse of the area once such disposal activities have ceased. Use of the property would be very limited. The accompanying costs involved in reclamation and development are uncertain.

In summary, the City Council of Suffolk is adamantly opposed to the use of the Kansemond Site for the disposal of any dredged spoil material, and is prepared to take all possible legal action to prevent same.

Sincerely yours,

James F. Hope
Mayor

JFH:jmq

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

July 28, 1987

Plan Formulation Branch

Honorable Norman Sisisky
House of Representatives
801 Water Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of July 23, 1987 in behalf of Mr. John L. Rowe, Jr., City Manager, city of Suffolk, concerning consideration of the Suffolk Site and expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and politically acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the Suffolk Site or expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we are conducting a public scoping meeting on August 6, 1987, at 7:30 P.M., at Churchland Junior High School. The purpose of this meeting will be to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. In this connection, I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions.

Thank you for your interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at 441-3761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

ARMSTEAD FOREST CIVIC LEAGUE
SUFFOLK, VIRGINIA

July 28, 1987

J. J. Thomas, Colonel US Army
Norfolk District Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Dear Sir;

On behalf of the Armstead Forest Civic League, I would like to take this opportunity to go on record as opposing the proposal to expand Craney Island. The proposal to dispose of dredged material from the Inner Harbor area of Hampton Roads to the Craney Island site, will be opposed by our Civic League.

We respectfully, wish to notify your office of our intent to address this matter at the public hearing scheduled for August 6, 1987.

Sincerely

Howard E. Kangas
President

HEK/bk

Exhibit 42

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, 23219

RAY D. PETHTEL
COMMISSIONER

J. M. WRAY, JR.
CHIEF ENGINEER

July 29, 1987

Norfolk Harbor and Channels
Long-Term Disposal

Department of The Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Attention: Plan Formulation Branch

Gentlemen:

Your public notice of July 2, 1987, on Norfolk Harbor and Channels, Virginia, Long-Term Disposal indicates you are considering alternate plans for disposal that include expansion of Craney Island; confined sites at Willoughby Bay, Hampton Flats, and Ragged Island. These sites are in the immediate vicinity of major highway transportation facilities crossing the James River and Hampton Roads.

The Virginia Department of Transportation has no objection to these disposal sites provided precautions are taken in the locations and design of the retaining levees to give adequate protection to the bridge structures from sub-surface wave action or settlement. Geophysical studies should be performed in the vicinity of our bridge structures and the Department of Transportation allowed to review such studies.

Sincerely,

J. M. Wray

J. M. Wray, Jr.
Chief Engineer

Exhibit 43

City of Portsmouth
Virginia 23705

Established 1752

Office of the
City Manager

P. O. Box 820
804 393-8641

July 30, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

I am writing concerning the public scoping meeting on the long term disposal of material dredged from Hampton Roads Harbor. At its meeting on July 28, the Portsmouth City Council unanimously adopted the attached resolution expressing its opposition to any expansion of Craney Island. The Council is particularly distressed over the possibility that Craney Island could be extended to the west, because that would cause irreparable damage to some of the finest waterfront residential property in Hampton Roads. There is no doubt that property values of the residences would decline significantly, and tax revenues would also be reduced. There must be other alternatives which would cause less damage to established neighborhoods, and it is imperative that the Corps of Engineers be convinced of this fact.

The City is also opposed to upward expansion of Craney Island because that would delay by many years any productive use of the property. In fact, there are already serious doubts about how the property can be used, because of both the instability of the dredge material and the presence of toxic materials. Before any decision is made on further use of Craney Island, a complete environmental assessment should be prepared so that it can be determined if our residents are in any danger.

City representatives will be present on August 6 to officially present the City's position. We appreciate the opportunity to discuss this matter.

Sincerely,

George L. Hanbury, III
City Manager

GLH/ces
attachment
cc: City Council

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE EXPANSION OR PROLONGATION OF THE USE OF CRANEY ISLAND AS A DISPOSAL AREA.

WHEREAS, the Army Corps of Engineers has served notice that in cooperation with the Virginia Port Authority, it will conduct a study to develop an environmentally and politically acceptable, technically feasible, and economical long term plan for the disposal of dredged materials from the Inner-Harbor area of Hampton Roads; and

WHEREAS, alternative plans which are under consideration include the expansion of Craney Island as a disposal area; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality of the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed by resolution its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia that it steadfastly reiterates its opposition to the expansion or unnecessary prolongation of the use of Craney Island as a disposal area and expresses its intention to enunciate its position at such time and in such forums as appropriate.

BE IT FURTHER RESOLVED that the City Manager and City Attorney are directed to monitor the study with full authority to take whatever steps are necessary to express the Council's position at such time and in such forums as they deem appropriate and that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the appropriate authorities.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held July 28, 1987.

Teste:

City Clerk

U.S. Department of Transportation
United States Coast Guard

Commander
Fifth Coast Guard District

Federal Building
431 Crawford Street
Portsmouth, VA 23705-5004
Staff Symbol oan
Phone 827-9690

5000
30 July 1987

From: Commander, Fifth Coast Guard District
To: Commander, U. S. Army Corps of Engineers, Norfolk District

Subj: FORWARDING OF LETTER ON LONG TERM DISPOSAL ISSUE

1. Enclosure (1) is forwarded for your action. An interim reply has been sent to Mr. Rowe and is enclosed.

C. S. PARK
By direction

Encl: (1) Letter from Mr. John Rowe dtd 20JUL87
(2) My ltr ser 5000 dtd 30 July 1987

CITY OF SUFFOLK

P. O. BOX 1858. SUFFOLK. VIRGINIA 23434. PHONE 934-3111

CITY MANAGER

July 20, 1987

Rear Admiral Alan D. Breed
Commander (d)
5th Coast Guard District
Federal Building
431 Crawford Street
Portsmouth, Virginia 23704-5004

Dear Admiral Breed:

This correspondence is in reference to the study being initiated by the Corps of Engineers, in conjunction with the Commonwealth of Virginia, to address long-term disposal alternatives associated with the deepening of the Port of Hampton Roads.

The City would like to articulate its concerns regarding the following alternatives being considered as potential dredged spoil sites:

1. A 6,000 acre upland site within the City of Suffolk

2. The Westward expansion of Craney Island

As you may be aware, the Council of the City of Suffolk, at public hearings held on April 18, 1977; March 21, 1980, and April 10, 1980, relayed its profound opposition to the utilization of the "Suffolk Site" as a disposal site. For your reference, I am enclosing copies of the City Council's previous position on this alternative, including a Resolution adopted on March 5, 1987.

The purpose of this letter is to formally advise that, at its meeting of July 15, 1987, the City Council unanimously reaffirmed its position to adamantly oppose the disposal of dredged spoils materials at any location within the City of Suffolk. Due to the potential adverse impacts associated with the westward expansion of Craney Island, the City Council further directed that I also advise you of its opposition to this specific disposal alternative. Again, the City is opposed to any disposal location within the City of Suffolk and the Westward expansion of Craney Island. These respective positions will be presented at the August 6, 1987 Public Scoping Meeting by a representative of my staff.

There is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of either of the above disposal alternatives. To this end, I would request that you keep me advised of all future public briefings, meetings, and hearings relative to the formulation of the long-term disposal plan.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely yours,

John L. Rowe, Jr.
City Manager

JLRJr:bhb

A RESOLUTION ADOPTING THE ATTACHED REPORT ENTITLED *POSITION REPORT - NORFOLK HARBOR AND CHANNELS DEEPENING AND DISPOSAL* AS THE OFFICIAL POSITION PAPER OF THE CITY OF SUFFOLK, VIRGINIA, REGARDING THE PROPOSED USE OF LAND WITHIN THE CITY OF SUFFOLK AS A SITE FOR THE DISPOSAL OF SPOIL DREDGE FROM NORFOLK HARBOR AND CHANNELS

WHEREAS, the Army Corps of Engineers has proposed that a site within the City of Suffolk, Virginia, be used for disposal of spoil dredge from Norfolk Harbor and Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the site proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, The Army Corps will, on March 21, 1980, hold a public hearing on the use of said land as a spoil dredge site; and

WHEREAS, the Council of the City of Suffolk, Virginia, is desirous of presenting an official statement of the City's position at said public hearing.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, Virginia, that the attached report entitled *Position Report - Norfolk Harbor and Channels Deepening and Disposal* be and the same hereby is, adopted as the City of Suffolk's official position paper regarding the proposed use of land within the City of Suffolk as a spoil dredge site; and

BE IT FURTHER RESOLVED that a copy of this Resolution and the attached report be presented at the March 21, 1980 public hearing to be held by the Army Corps of Engineers.

ADOPTED BY COUNCIL March 5, 1980

TESTE: _____

Approved as to form:

Edwin T. Bullman

City Attorney

POSITION REPORT

NORFOLK HARBOR AND CHANNELS

DEEPENING AND DISPOSAL

The following is in response to the Department of the Army, Corps of Engineers' study and report on the feasibility of improving the deep-water channels and anchorages serving the Port of Hampton Roads and of providing a replacement for or extension of the existing Craney Island Disposal Area. Specifically, this position report is in reference to those aspects of the Corps' Draft Feasibility Report which proposes that property identified as the "Suffolk Site" be utilized as a future disposal area for open ocean disposal.

The Draft Feasibility Report recommends that dredged material from Hampton Roads be transported to the Suffolk Site from the existing Craney Island Disposal Area via a pipeline. Expended water would be returned to Craney Island from the Suffolk Site by means of a separate pipeline. Levees at the site are proposed to be constructed to an elevation of 47 feet mean sea level, enclosing a potential capacity equivalent to a useful life of fifty (50) years.

The Suffolk City Council has previously expressed its opposition to the use of the Suffolk Site due to a potentially severe negative ecological and economical impact on the City. Council has formally recommended that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concerns, delivered at the April 18, 1977 Public Hearing conducted by the "Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia", are essentially unchanged. (A copy of Mayor Hope's letter delivered at the Public Hearing is attached hereto and made a part of this position statement.) The deposit and storage of saltwater dredged spoils material and its contaminants at the Suffolk Site pose a potentially severe environmental impact on the delicate ecosystem of the surrounding area and a definite economic loss to the City's tax base. To this end, the City's previous comments are fully supported based on the following specific conclusions:

1. There exists a serious possibility that such disposal activities on the Suffolk Site may result in the contamination of potable water in the shallow groundwater aquifers by the intrusion of saltwater spoils material. Likewise, there exists the possibility that contaminated effluent (e.g. Kepone, pesticides, etc.) might intrude into the surrounding area's water table. In effect, impact on the groundwater of the Suffolk Site and its surrounding

area, which includes residential developments in the Cities of Suffolk and Chesapeake, is currently unknown and potentially disastrous.

2. As pointed out by the Task Force's Environmental Measures Subcommittee and the Army Corps of Engineers' Draft Feasibility Report, sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its contaminants can be permanently prevented from entering the fresh water aquifers at the site. There are an abundance of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As expressed previously by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Suffolk Site for the disposal of spoils material must be "... absolutely contingent upon future study showing no possibility for contamination of the water table." There is obviously no room for supposition or assumption relative to this matter.

4. There exists the distinct possibility that the site may be a recharge area for the Great Dismal Swamp. The environmental impact of this proposed disposal action on the hydrological system of the Dismal Swamp and the indirect effect on its ecosystem is potentially disastrous.

5. There exists a real danger of contamination to the surrounding area by drainage runoff from the deposited spoils material. Substantive knowledge of the quality of saltwater and its influence after deposition - particularly on the water quality and salinity of Bennetts Creek and the Nansemond River - are essential in order to accurately predict an overall environmental impact on the immediate drainage basin (i.e., secondary and tertiary) and its natural features. Consideration must be given to the potential hazards surrounding incidences of flooding and levying breaks due to the occurance of heavy rainfall during a confined period of time. The Corps of Engineers recently completed a review of impoundment structures in the Suffolk area and the perceived damage that would result to private property during periods of heavy inundation of rainfall. A similar analysis by the Corps would seem to be appropriate to the Suffolk Site.

6. Conversion of the Suffolk Site from a low lying forest to a dredged spoil disposal area would result in the combined loss of approximately 6,000 +- acres of commercial timber producing wetland and high quality wildlife habitat. Disruption of the

natural activities of endemic and/or endangered animal and fowl species would occur, including the loss or displacement of resident plant life. Wildlife would be forced into adjacent wooded areas or face eventual destruction.

7. A key recreation feature to the City of Suffolk is its clean water for fishing, as well as its forest and woodlands for wildlife habitat and subsequent game hunting. Game animals, which are indigenous to the Suffolk Site, provide a popular recreational activity. (Note: Principal mammals include the marsh rabbit, white-tailed deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of the U. S. Highway 58/460.) This recreational aspect of the properties in question would be significantly affected and/or eliminated altogether. The loss of 6,000 +- acres of such forestry land would severly hamper the City's efforts in promoting the preservation of such valuable areas for outdoor recreational purposes and would be in direct conflict with the Suffolk Department of Parks and Recreation Action Plan, which represents the goals and objectives and future capital recreational needs for the City.

8. There is apparently no economic incentive for conversion of the site from timber producing acreage to a dredged spoils receiving area. The City Assessor's Office has determined the market value assessment of the property affected (approximately 7,068 actual acres) to be $5,109,250, with a use value assessment of $3,774,650. Under the current assessment and tax rate, the City of Suffolk would suffer an actual tax loss of $37,236.64 per year. As the property values increase, the tax loss will also be increased. Property values of several major residential developments, as well as other scattered homesites in proximity to the proposed disposal area, will be significantly affected.

9. Use of the site would result in the loss of 6,000 +- acres for an undeterminable period of time. There is expressed concern for the reclamation and reuse of the area once all related disposal operations have ceased. Use of the property would be severly limited, if available at all. Costs involved in the reclammation and subsequent development are virtually uncertain.

10. It is important to note that the Suffolk Site is immediately west of and adjacent to the Portsmouth-Chesapeake Airport and lies within that facility's air traffic "approach zones." Use of this site as a disposal area will constitute a potential hazard to the operation of this public airport based on the high number of airborne fowl which will increasingly concentrate around the dredged spoils material for feeding purposes. Conflicts between such concentrations of birds, seagulls, etc. and the air space of small aircraft are a distinct possibility and will very likely inhibit the expanded use of this facility.

11. The proposed use of the Suffolk Site as a confined area for the disposal of dredged spoils material is not in conformance with the City's existing or proposed zoning regulations, as provided for under Title 15.1, Chapter 11, Article 8, Section 15.1-486 et. seq., of the Code of Virginia, as amended. The City of Suffolk's Proposed Comprehensive Zoning Ordinance identifies the bulk of this area as a Conservation District. The legislative intent of this proposed zoning classification is as follows:

> "The purpose of this district is to protect and conserve those irreplaceable land and water resources that are critical to the welfare of the people of Suffolk and that are particularly intolerant to use by men. The importance of these districts is based on their unique qualities as habitats for the propagation of natural animal and plant life or as existing or future sources of potable water for the people of Suffolk. Although within the scope of this statement of intent and generally included in designated Conservation Districts, wetlands as defined by Chapter 2.1 of Title 2.1 of the Code of Virginia are also regulated by the Wetlands Ordinance as enacted by the City Council."

The above comments are intended to represent the more significantly adverse impacts associated with the proposed utilization of the Suffolk Site. A substantial degree of environmental effects on this highly sensitive area are virtually unknown at this time.

In summary, there is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of the Suffolk Site as a disposal area for saltwater dredged material and its contaminants, including kepone contaminated spoil. The City Council of Suffolk remains adamantly opposed to this proposal and reaffirms that the City is prepared to take all possible legal action to prevent the use of this general area for such disposal purposes.

Attachment

Office of the Mayor and City Council/P. O. Box 1858/Suffolk, Virginia 23434, 804-539-2351

April 18, 1977

Mr. H. V. Craft
Chairman
Task Force to Study Future
Disposal of Dredged Material
for the Commonwealth of Virginia
Norfolk, Virginia

Dear Mr. Craft:

This letter is in reference to the proposed plan for the disposal of dredged material from the channels within the Port of Hampton Roads. As you know, this plan proposes that the dredged material meeting Environmental Protection Agency criteria be disposed of in the open ocean and that all other dredged material be disposed of in the "Nansemond Site" in the City of Suffolk. The Suffolk City Council has discussed this matter and has requested me to present the City's position at this public hearing.

The Suffolk City Council feels that the use of the Nansemond Site would have a severe negative ecological and economic impact on the City, and it recommends that all dredged material from Hampton Roads be disposed of in the open ocean. The City's paramount concern with the disposal of dredged spoil material at the Nansemond Site is the potentially severe environmental impact such action would have on the ecosystem of the surrounding area.

The Suffolk City Council has reached this conclusion based on the following:

1. There exists a serious possibility that such disposal activities on the Nansemond Site could result in the contamination of potable water in the shallow groundwater aquifers by the saltwater spoil. The artesian head of the Cretaceous aquifer now exists at a depth of approximately 17 feet beneath the ground surface.

2. There exists a disastrous possibility that contaminated effluent might intrude into the surrounding area's water table. Such effects could be widespread. As further pointed out in the Task Force's Environmental Measures Subcommittee report, all sediments analyzed thus far from Hampton Roads contain the chemical kepone. This condition obviously increases the potential contaminating quality of the spoil effluent.

3. Extensive and conclusive testing has not provided the necessary assurances that saltwater dredged material and its contaminants can be permanently prevented from entering the fresh water aquifers. There are a number of unanswered questions relating to the technical feasibility of preventing saline infiltration into the water table. As emphasized

by the Environmental Measures Subcommittee of the Task Force, the recommendation of the Nansemond Site for the disposal of spoil material is "...absolutely contingent upon future study showing no possibility for contamination of the water table."

4. There exists a real problem of contamination to the surrounding area by drainage runoff from the deposited spoil. Substantive knowledge of the quality of the saltwater and its influence after deposition - particularly on the water quality and salinity of Bennett's Creek and the Nansemond River - is essential in order to accurately predict an overall environmental impact on the immediate drainage basin (secondary, tertiary, etc.) and its natural features. As stated in the Interim Report of the Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia dated February, 1977, "An indirect effect could be the destruction of some natural food sources for wildlife as a result of a saltwater seepage; however, this is impossible to predict."

5. The conversion of the Nansemond Site from a low lying forest to a dredged spoil disposal area would result in the loss of 6,000 acres of commercial timber producing swampland and wildlife habitat. This would disrupt the natural activities of numerous native plants, animals and birds.

6. Wildlife would be forced into adjacent wooded areas or face eventual destruction, and the report further indicates that the game animals would be significantly affected and would remove from this property a popular recreational activity." (Note: Principal mammals indigenous to the Nansemond Site include the marsh rabbit, white-tailed deer, grey fox and a considerably larger concentration of black bear than is found in the Dismal Swamp south of U. S. Highway 58/460.)

7. As indicated in the Interim Report, "it was the very strong feeling of this Task Force, as well as the feeling of the previous State Task Force which reported in September, 1973, that the best disposal site for all dredged material from the Hampton Roads area is the open ocean."

8. As regards the economical issues affecting the selection of a site for the disposal of dredged material, conversion of the Nansemond Site (6,000 acres) would remove property appraised last year at $1,750,000.00 from the City of Suffolk's tax base. There is apparently no economic incentive for relinquishing the site.

9. There is concern for the reclamation and reuse of the area once such disposal activities have ceased. Use of the property would be very limited. The accompanying costs involved in reclamation and development are uncertain.

In summary, the City Council of Suffolk is adamantly opposed to the use of the Nansemond Site for the disposal of any dredged spoil material, and is prepared to take all possible legal action to prevent same.

Sincerely yours,

James F. Hope
Mayor

JFH:jmq

4635 River Shore Rd
Portsmouth, Va. 23703
July 31, 1957

Department of the Army
Norfolk Diktrict Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Sirs:

We strongly oppose the proposed westward expansion of the Craney Island Disposal area by the Corps of Engineers.

It's a horrible shame to fill that beautiful James River with dredged material.

Why not haul the present Craney Island material to build road beds or to fill all these large borrow pits. We have two within a mile of us. Then Continue using Craney Island for the dredgid material.

Thanks for your kind consideration.

yours truly,
Lawrence L. Medlin
Beulah N. Medlin

Exhibit 46

COMMONWEALTH of VIRGINIA

BOARD OF COMMISSIONERS

Collister Johnson, Jr., *Chairman*
W. Wright Harrison, *Vice Chairman*
C. Phillip Barger
Omer M. Bunn
J. Harwood Cochrane
Gordon L. Crenshaw
Gene B. Dixon, Jr.
Robert L. Freeman
A. Russell Kirk
Bernard B. Lane
John A. Saylor

Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510
Cable Address Vastports
Telephone (804) 623-8000
Telecopier (804) 623-8500
TWX 710 8811231

J. Robert Bray
Executive Director

July 31, 1987

Mr. Bill Brown
Public Affairs Office
Norfolk District
U.S. Army Corps of Engineers
803 Front Street
Norfolk, Virginia 23510-1096

Dear Mr. ~~Brown~~ Bill:

Please find attached, for the record, comments of the Virginia Port Authority on the Corps of Engineers Long Term Disposal Study. Scheduling conflicts prevent my attendance at the Hearing in Churchland on August 6, 1987.

Sincerely,

J. Stanley Payne, Jr.
Executive Assistant
and General Counsel

clm

COMMENTS OF VIRGINIA PORT AUTHORITY

NORFOLK HARBOR AND CHANNELS, VIRGINIA

LONG-TERM DISPOSAL

PUBLIC SCOPING MEETING AUGUST 6, 1987

THE VIRGINIA PORT AUTHORITY IS CHARGED BY STATUTE WITH PROMOTING THE FLOW OF OCEANBORNE COMMERCE THROUGH THE PORTS OF VIRGINIA. VPA ALSO HAS STATUTORY AUTHORITY TO ACT AS LOCAL SPONSOR FOR MAJOR FEDERAL DREDGING PROJECTS, SUCH AS THE 50-FOOT OUTBOUND CHANNEL NOW UNDER CONSTRUCTION, THE AUTHORIZED 55-FOOT CHANNEL THAT INCLUDES THE SOUTHERN BRANCH OF THE ELIZABETH RIVER, AND THE LONG TERM DISPOSAL STUDY THAT WE CONTEMPLATE TONIGHT. VPA COMES HERE TONIGHT AS A PARTNER IN THIS ENDEAVOR THAT CAN IMPACT THE FLOW OF CARGO AND CIVILIAN AND MILITARY VESSELS THROUGH THIS PORT.

IT IS DIFFICULT AND TROUBLESOME TO COMPREHEND THE OPERATION OF THIS PORT WITHOUT THE CRANEY ISLAND DISPOSAL AREA. CRANEY ISLAND IS AN ASSET TO THE COMMONWEALTH - PRACTICALLY EVERY MARINE TERMINAL AND SHIPYARD IN THE INNER-HARBOR OF THIS PORT BENEFITS FROM THE CLOSE PROXIMITY OF CRANEY ISLAND WHEN TERMINAL BERTHS MUST BE DEEPENED AND/OR MAINTAINED. STATE, FEDERAL, AND PRIVATE FACILITIES ALIKE OWE THE LOW COSTS OF DISPOSAL OF DREDGED MATERIAL TO THE PUBLIC OFFICIALS WITH GREAT FORESIGHT WHO YEARS AGO SAW THE NEED TO DEVELOP CRANEY ISLAND. NOT ONLY ARE COSTS

KEPT TO A MINIMUM, BUT ENVIRONMENTAL IMPACT IS LOW. ONE ONLY NEED LOOK AT THE PROBLEMS SURROUNDING THE PORT OF BALTIMORE AND ITS HART-MILLER ISLAND DISPOSAL AREA TO APPRECIATE THE ASSET WE HAVE IN THE CRANEY ISLAND DISPOSAL AREA.

IT IS DEFINITELY TO THE BENEFIT OF THIS PORT TO KEEP CRANEY ISLAND VIABLE AS LONG AS POSSIBLE.

AT THE SAME TIME, WE RECOGNIZE TWO OTHER FACTORS: FIRST, CRANEY ISLAND WILL BE FULL IN THE FORESEEABLE FUTURE, ESPECIALLY UPON COMPLETION OF THE 55-FOOT CHANNEL, AND SECOND, CRANEY ISLAND, A 2,000 ACRE SITE ON DEEP WATER REPRESENTS, IF USABLE, ONE OF THE LARGEST MOST PROMISING UNTAPPED, UNDEVELOPED LAND AREAS ON THE EAST COAST.

WITH ALL THESE THOUGHTS IN MIND, WE RESPECTFULLY REQUEST OF THE CORPS THE FOLLOWING:

1. ANY SUCCESSOR SITE TO THE PRESENT CRANEY ISLAND DISPOSAL AREA MUST REFLECT THE ECONOMICS OF DREDGED MATERIAL DISPOSAL THAT ARE ALREADY PART OF THE COST/TIME INFRASTRUCTURE OF THE PORT OF HAMPTON ROADS. A SUCCESSOR TO THE PRESENT CRANEY ISLAND DISPOSAL AREA MUST BE CHOSEN THT PRESERVES THE ECONOMICS OF CRANEY ISLAND, BASED ON DISTANCE AND COST, THAT ARE ALREADY BUILT INTO THE INFRASTRUCTURE OF THE OPERATION OF THIS PORT.

2. THE PRESENT CRANEY ISLAND DISPOSAL AREA MUST BE REGARDED AS A BENEFIT TO THE COMMONWEALTH AND UTILIZED TO THE FULLEST EXTENT.

3. THE PRESENT CRANEY ISLAND DISPOSAL AREA SHOULD BE UTILIZED AND OPERATED IN SUCH A MANNER THAT WILL FACILITATE AND EXPEDITE ITS UTILIZATION BY THE COMMONWEALTH OF VIRGINIA AND CITY OF PORTSMOUTH FOR DEVELOPMENT WHEN IT REACHES CAPACITY.

4. ANY SUCCESSOR SITE MUST REFLECT RECOGNITION OF THE FRAGILE ENVIRONMENT OF THE CHESAPEAKE BAY/HAMPTON ROADS ECO SYSTEM, AND MUST ADDRESS THE REASONABLE CONCERNS OF TIDEWATER CITIZENS.

RESPECTFULLY SUBMITTED,

J. STANLEY PAYNE, JR.

FOR: VIRGINIA PORT AUTHORITY

COMMONWEALTH OF VIRGINIA

County of Isle of Wight

ISLE OF WIGHT COURTHOUSE
ISLE OF WIGHT, VIRGINIA 23397

Virginia's Finest County

One Of The Original Eight Shires

TELEPHONE 357-3191

July 31, 1987

Mr. J. J. Thomas
Colonel, U. S. Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

At their meeting of July 30, 1987, the Board of Supervisors of Isle of Wight County unanimously voted to express their strong opposition and concern regarding the Corps of Engineers consideration of the Ragged Island area as a dredge spoils disposal site.

The severe environmental and negative aesthetic impacts such dredged spoil material would have on the Ragged Island area is readily apparent, and the Corps of Engineers is strongly urged to discontinue any consideration of this area as a possible site. Again, the Board of Supervisors strongly opposes any consideration of the Ragged Island area for such, or any simular disposal purposes.

It would be appreciated if this correspondence could be entered into the official minutes of the Corps of Engineers meeting to be held on Thursday, August 6, 1987, in Portsmouth, Virginia.

In addition, by copies of this letter, other appropriate local and state agencies are being advised of the Board of Supervisors decision and are hereby encouraged to advise your office of their position.

Should you have any questions or comments please contact me directly.

Sincerely,

Myles E. Standish
County Administrator

cc: Honorable Board of Supervisors
Mr. George F. Walls, Chairman Isle of Wight Planning Commission
Mr. Ronald Pack, Chairman Isle of Wight Wetlands Board
The Honorable Norman Sisisky

Exhibit 48

4717 Rivershore Rd.
Portsmouth, Va. 23703
August 2, 1987

Dept. of the Army
Norfolk District Corps of Engineers
803 Front Street
Norfolk, Va. 23510

Dear Sir:

Concerning Westward expansion of Craney Island:

I have lived on Rivershore Road for almost thirty years. My children have grown up hereand loved the water and now my grandchildren are coming along, putting their tentative little feet in the water, sitting on the deck and watching egrets slowly walking in the marsh grass or fish jumping one after another.

I came from a big city where only the extremely wealthy lived on a short strip of waterfront along St, Clair Shores in Detroit. So for a poor girl to be able to build a house on waterfront property was a dream fufilled beyond my highest hopes. Portsmouth is blessed withmuch waterfront and to spoil even a portion of it seems incomprehensible to me. I cannot understand why the Army Corps would even consider a spot well populated when it would hurt so many people, average income people, people who have invested a large portion of their holdings in this land.

It seems that there must be other spots to dump these spoils where people would not be hurt, financially or psychologically. If these other dumping spots cost more in transportation expenses surely it would not compare with the cost of reimbursement for property values, plus law suits and litigation. I cannot even conceive of the Army Corps re-opening this issue when they know how the homeowners feel, how the civic leagues feel, not to mention the City of Portsmouth.

We hope that you will abandon this westward expansion of Craney Island so that future generations will be able to enjoythis beautiful area undisturbed.

Thank You for your consideration.

Betty Jane Parker
4717 Rivershore Road

Exhibit 49

SUFFOLK-NANSEMOND CHAPTER

Izaak Walton League of America, Inc.

DEFENDER OF SOIL, WOODS, WATERS AND WILDLIFE

SUFFOLK, **VA. 23434**

August 3, 1987

Mr. J. J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23501

STATEMENT OF POSITION

The Suffolk-Nansemond Chapter Izaak Walton League of America for many years have been protectors of clean air, water, fish and wildlife, woods, soil, anti-litter, and conservation education.

We wish to go on record as opposing the proposed dumping of dredged materials from Norfolk Harbor in the City of Suffolk, Virginia. We spoke against this at public hearings in 1977 and again in 1980 and have not changed our position.

There is no indication that contamination of our ground water due to seeping of toxic materials such as kepone into the soil could be prevented. As precious as fresh water is, we can't take the least possible chance that this could happen.

From reports we have received you would need around 6,000 acres of land for your proposed dumping area. During the past several years many acres of timber producing land has been lost due to development and we can't afford to lose this additional 6,000 acres as this would be a great economic loss to the City of Suffolk.

In addition, this area serves as a natural habitat for many species of wildlife that would be forced into other areas or face eventual destruction. Also peat, which makes up such a large part of the Great Dismal Swamp acts as a sponge and salt water seeping into the soil could kill the root system of trees surrounding the area and create a major fire hazard. This area is also close to a public airport and dumping at this sight would attract untold numbers of birds, causing danger to human life due to th possible crashing of airplanes.

We are not in favor of the expansion of Craney Island as this would have a negative environmental impact to oysters, clams, fish and crabs.

We have studied all the alternatives and feel ocean dumping would cause fewer problems both now and in the future.

Respectfully submitted,
William E. Ashley, Jr.
William E. Ashley, Jr.
President, Suffolk-Nansemond Chapter
Izaak Walton League of America

Exhibit 50

COMMISSION MEMBERS

LUCIUS J. KELLAM
CHAIRMAN
BELLE HAVEN, VA.

KARL F. LANIER
VICE CHAIRMAN
NEWPORT NEWS, VA.

WILLIAM W. OLD
SECRETARY-TREASURER
CHESAPEAKE, VA.

MILTON T. HICKMAN
PAINTER, VA.

RICHARD C. MARSHALL
HAMPTON, VA.

M. LEE PAYNE
NORFOLK, VA.

COMMONWEALTH OF VIRGINIA

CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT

NORTH TOLL PLAZA

P. O. BOX 111, CAPE CHARLES, VIRGINIA 23310-0111

AREA CODE 804 — CAPE CHARLES 331-2960 — NORFOLK 464-3511

COMMISSION MEMBERS

JAMES S. G. DAVENPORT
NEWPORT NEWS, VA.

C. ROGER MALBON
VIRGINIA BEACH, VA.

C. ALBERT TURNER, JR.
EASTVILLE, VA.

BEVERLY R. MIDDLETON
VIRGINIA BEACH, VA.

JAMES L. SMITH, JR.
PORTSMOUTH, VA.

JAMES K. BROOKSHIRE, JR.
EXECUTIVE DIRECTOR

August 3, 1987

Department of the Army
Norfolk District, Corps of Engineers
Plan Formulation Branch
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Gentlemen:

Subject: Notice of Public Scoping Meeting on Norfolk Harbor and Channels, Virginia, Long-Term Disposal

In the subject Notice dated July 2, 1987, regarding the Public Scoping Meeting scheduled for August 6, 1987, one of the disposal areas being considered is the Chesapeake Bay area.

As the Chesapeake Bay disposal area lies to the east and parallel to Trestle B of the Chesapeake Bay Bridge-Tunnel, we reviewed the positive and negative aspects of this disposal area in relation to our facility.

It is our understanding that the Chesapeake Bay disposal area would contain approximately 2500 acres and could be utilized as a disposal site for the next 30 to 40 years. The activity involving many tug boats, barges, and other vessels in close proximity to the Bridge-Tunnel during the construction stage of the confinement area, and the subsequent years of utilizing the disposal area, is of great concern to us due to the potential of damage to our structure by a vessel.

Since we opened to traffic in April of 1964, the Bridge-Tunnel has been struck on several occasions by vessels that experienced mechanical problems or vessels that were driven off course because of severe weather conditions. On three occasions, as a result of ship collisions, we were completely closed to traffic for periods ranging from 14 to 42 days. During the fiscal year July 1, 1986 through June 30, 1987, 2,240,450 vehicles crossed the Bridge-Tunnel. An accident causing the Bridge-Tunnel to be closed would be devastating to us financially and would also adversely impact the citizens and businesses of the cities of Southeastern Virginia, the two counties of the Eastern Shore of Virginia,

and other surrounding areas.

The Chesapeake Bay Bridge and Tunnel Commission, at its meeting on July 14, 1987, went on record expressing its concern and objection to the proposed Chesapeake Bay disposal site. Your consideration in eliminating the Chesapeake Bay site as a proposed area for the disposal of dredged material will be greatly appreciated.

Sincerely,

James K. Brookshire, Jr.
Executive Director

JKB/cs
cc: Members of the Chesapeake Bay Bridge and Tunnel Commission
Mr. Edwin C. Kellam, Attorney
Mr. Baxley T. Tankard, Attorney
Mr. W. J. Gaddis, Sverdrup & Parcel
Mr. Paul A. Burnette, Jr.

419 Russell Street
Portsmouth, Virginia
August 3, 1987

Col. J. J. Thomas, U.S. Army
District Engineer, Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Att: Plan Formulation Branch

Dear Colonel Thomas,

As a long-time resident of Portsmouth, Virginia, I wish to express my opposition to the proposed westward expansion of the Craney Island Disposal Area.

Any westward expansion would pose an additional health threat to the entire harbor area. Regardless of cost, health considerations should rank above economics.

Ocean dumping of the dredge spoils would seem to be the most acceptable method of disposal, acceptable to all concerned parties.

Very truly yours,

John Dragseth

Exhibit 52

4305 Faigle Road
Portsmouth, Virginia 23703
August 3, 1987

Colonel J. J. Thomas, U.S. Army
District Engineer, Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Att: Plan Formulation Branch

Dear Colonel Thomas,

I have long been a resident of Portsmouth, Virginia. I hereby wish to advise you that I am opposed to the proposed westward expansion of the Craney Island Disposal Area.

This finger-in-the-dike type of solution is totally unacceptable. I believe that the time as come when the Corps of Engineers should arrive at a permanent solution to the problem. Surely, if we can put a man on the moon, we can find a more suitable place to place the harbor spoils than dumping them in the back doors of the citizens of the Hampton Roads area.

No matter what the cost, ocean dumping should be seriously considered

Yours truly,

A. M. Eckstine

A. M. Eckstine

Exhibit 53

COMMONWEALTH OF VIRGINIA

JOHNNY S. JOANNOU
13TH SENATORIAL DISTRICT
PORTSMOUTH, NORTHERN PART OF THE
CITY OF SUFFOLK
709 COURT STREET
P.O. BOX 1064
PORTSMOUTH, VIRGINIA 23705-1064

SENATE

COMMITTEE ASSIGNMENTS
COURTS OF JUSTICE
EDUCATION AND HEALTH
REHABILITATION AND SOCIAL SERVICES

August 3, 1987

Colonel J. J. Thomas
U. S. Army District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Sir:

Due to a prior commitment, I will not be able to appear at the public hearing scheduled on August 6, 1987 concerning the disposal of dredged material and the use of the Craney Island Disposal Area.

The purpose of this letter is to express my opposition to the expansion and prolongation of the use of Craney Island as a disposal area.

Approximately sixty percent (60%) of Portsmouth's land area is non-taxable. The overwhelming majority of this land is occupied by the Federal Government and the State of Virginia. The Craney Island Disposal Area consists of four square miles within Portsmouth's City limits. If considered, part of Portsmouth's land area, the city's acreage, would increase about thirteen percent (13%). If this land were transferred to the City, it would in part help defray some of the adverse effects imposed on our citizens due to the heavy concentration of non-taxable property. This potential resource, Craney Island, is vital to the continued growth and economic health of our City.

It would be appreciated if you would incorporate and make this letter part of the record of your hearing.

I remain

Very truly yours,

Johnny S. Joannou

JSJ/plt

cc: Mr. George L. Hanbury, City Manager

Dr. James W. Holley, III, Mayor

All members of City Council

Dr. John W. Hollowell, M.D.

34 Early Drive
Portsmouth, Virginia 23701
August 3, 1987

Colonel J.J. Thomas
Norfolk District, Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Attention: Plan Formulation Branch

Dear Colonel Thomas:

I am a native of Portsmouth and for many years have used the waters of Hampton Roads for recreational purposes. Therefore, I strongly oppose any further landfills in these waters.

It is incredible to me that the present disposal area was built and to consider putting other dumps in the harbor is beyond belief.

It is my understanding that other ports dispose of their dredging in the ocean. Why isn't that possible here?

Very truly yours,

T.C. Mingis, Jr.

T.C. Mingis, Jr.

Exhibit 55

City of Norfolk
Office of the City Manager

August 3, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

Thank you for the opportunity to comment on the Corps' Long Term Dredge Spoil Disposal Plan for the Norfolk harbor and channels. The City has reviewed the August 6th public scoping meeting announcement and submits these comments on the two disposal site options under consideration in the Norfolk area.

1. Willoughby Bay - The City would not support any filling of Willoughby Bay. The City's concerns are the negative impact on adjacent property values and on recreational use of the Bay as well as the negative environmental impacts associated with this option.

2. Ocean View - The City would not support the Ocean View disposal area option. The City's concerns are the negative impact on adjacent property values and on boating and fishing in the Chesapeake Bay as well as the negative environmental impacts associated with this option.

It is recommended that the Corps of Engineers develop a disposal plan that specifies suitable dredged material for beach replenishment and protection of marine resources from contaminated sediments.

If there are further questions in regard to this matter, please advise.

Sincerely,

James B. Oliver, Jr.
City Manager

1101 City Hall Building • Norfolk, Virginia 23501 • (804) 441-2471

Exhibit 56

4735 River Shore Road
Portsmouth, Virginia 23703
August 3, 1987

Col. J. J. Thomas, U. S. Army
District Engineer
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Att: Plan Formulation Branch

Dear Colonel Thomas,

As a homeowner living for twenty-two years at 4735 River Shore Road, Portsmouth, Virginia, I wish to hereby again register my inalterable protest against the proposed possible westward expansion of the Craney Island Disposal Area.

It is my understanding that the study now being conducted regarding this disposal is that a long-term disposal area is being sought. The westward expansion of the existing facility is a short-term, stop-gap solution and does not address the long-term solution.

The cost factor of ocean dumping of dredge spoils seems to be the only deterrent to this alternative. I contend that, as guardians of the harbor and all area assets, we cannot afford not to use this method. Overall, this would eliminate the need for more such costly studies in the future and prove to be acceptable to all concerned parties.

Portsmouth and Suffolk can tolerate no more blows to their present tax bases, which the westward expansion would surely create.

I respectfully submit that the westward expansion would be totally unacceptable and request that the Corps seriously consider ocean dumping, as in other localities.

Yours very truly,

Helen E. Walker

Helen E. Walker

Exhibit 57

4735 River Shore Road
Portsmouth, Virginia 23703
August 3, 1987

Col. J. J. Thomas, U. S. Army
District Engineer
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Att: Plan Formulation Branch

Dear Colonel Thomas,

I respectfully request that all further thought of such stop-gap measures as the western expansion of the Craney Island disposal area be removed from the minds of the Corps of Engineers.

It is apparent that for many years, the major thrust of the Corps of Engineers' planning has been based upon taking bits and pieces of land in the area close to the present Craney Island landfill. In my opinion, this is a tragic waste of natural resources and in the end, a waste of taxpayers' money. Since no new ideas have surfaced since the problem first began, I believe it is time to consider a permanent solution, such as ocean dumping or islands, as previously proposed.

I am appalled at the thought that the idea of further fouling of the harbor would be entertained, when a permanent, acceptable solution is possible.

Since cost appears to be the stumbling block, I hereby propose that appropriate tariffs be imposed upon commerce using the harbor, thereby necessitating the dredging.

Very respectfully,

Lloyd W. Walker

Exhibit 58

C. F. Higginbotham
4701 River Shore Rd.
Portsmouth, VA 23703
August 4, 1987

Department of the Army
Norfolk District, Corps of Engineers
803 Front Street
Norfolk, VA 23510-1096

Subject: Westward expansion of Craney Island

Attn: Plan Formulation Branch

On June 5, 1987 we moved to our dream home on the water. You can imagine our horror to find that our years of saving to buy the "perfect" waterfront home might turn into a home on a mud flat.

Besides the depreciation of our property we are very much concerned about the wildlife, estuaries and marshlands which will be destroyed by what you propose. As I understand it approximately 54% of all marshlands have been destroyed over the years. The Highway Dept. is now in the process of trying to create new marshlands on an experimental basis so it certainly doesn't make sense to destroy something that is important to our environment. The Highway Dept. creates marshlands, the Army Corps of Engineers destroys marshlands.

I don't know how you can justify destroying tens of millions of dollars of valuable property.

Sincerely,

Charles F Higginbotham
Charles F. Higginbotham

Phyllis B. Higginbotham
Phyllis B. Higginbotham

Exhibit 59

7744 River Shore Rd.
Portsmouth, Va. 23703
Aug. 4, 1987

Col. J. J. Thomas
Dept. of Army
Norfolk Dist. Corps of Engineers
803 Front St.
Norfolk, Va. 23510

Dear Col. Thomas:

We would like to express our deep concern over the Army Corps of Engineers proposed Westward expansion of the Craney Island Disposal area. This would completely destroy the River Shore waterfront and greatly depreciate our property in this area.

Please give this your deep consideration.

Yours truly,
Roy + Elizabeth
Jones

Exhibit 60

4713 River Shore Road
Portsmouth, VA 23703-1517
August 4, 1987

District Engineer
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Sir:

We are making the strongest possible protest to the proposed westward or upward expansion of the Craney Island landfill to dump river dredge spoil. We also request an environmental impact study and statement.

The River Shore Road subdivision extends from the western shore of the present Craney Island landfill to the Suffolk city limits along the middle of Hoffler Creek. The high property values in this area come from the natural views over the broad expanse of Hampton Roads and the James River, the cooling breezes over the water in the summer and the moderation of winter temperatures by the water. Any expansion of the Craney Island landfill westward or upward will have a devastating effect on the inhabitants of the River Shore Road area and the nearby housing areas. It would destroy our way of life and the reasons we want to live here in peace.

The environment that we seek to preserve is also vital to many varieties of wildlife. There is a nearly flat shallows that extends into the James River for some 3000 feet. At low tide there is only a couple feet of water at the outer edge. This area is heavily populated with mollusks, crab and fish. Some of these provide food for many varieties of gulls, terns, ducks and wetland and shore birds including at least one pair of osprey.

There are several patches of wetland reeds and marsh grasses, including two large areas in Streeter and Hoffler Creeks. All of this wetland would be destroyed with the westward expansion of the Craney Island landfill. Even if it were expanded upward, silt, oil, heavy metals, insecticides, herbicides, and possible kepone would be dredged up to leach into the surrounding and downstream waters killing aquatic plants and animals as an immediate reaction.

There is only so much waterfront land on this planet and only a small part of it can be called beautiful and habitable. We invite you to visit our beautiful area and the people who live here. This area is more than symbols on a chart and its value is far more than economic.

Sincerely yours,

Jerome W. Hickerson

August 4, 1987

Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Sir/Madame:

We are writing in unalterable opposition to any consideration of any expansion of Craney Island for the disposal of dredged material. The obvious deleterious environmental, economical and political results of any expansion of Craney Island are so apparent such that several municipalities, including the cities of Portsmouth and Suffolk, civic groups, neighborhood organizations and individual citizens have already voiced opposition to any consideration of expansion.

The total area presently surrounding Craney Island is not the closed, undeveloped area it was when the area was initially developed in the 1950's. Neighborhoods, homes, businesses, and other forms of real estate, capital, and cultural and recreational developments in the area surrounding Craney Island have mushroomed. Several studies have projected that the value of waterfront homes in the area would drop 50 percent and homes not on the water by 25 percent if the disposal site were expanded. Further, and even more important, we do not cotton to the idea of living in an area and having our children grow and play in a neighborhood surrounded by debris from the bottom of the ocean's floor. The exploration of alternative sites to the expansion of Craney Island would more appropreiately and effectively lead to the overall long-term disposal problem of Hampton Roads than any consideration of the expansion of Craney Island.

Portsmouth and its residents are already taking a disproportionate share of the burden of the harbor dre dging program and should not be considered in any dre dging expansion attempts. Fifty yards behind our house the Commonwealth of Virginia is presently digging up dirt and transporting this fill material to the West Norfolk highway project. Noise from this project permeates our home 24 hours a day. The West Norfolk highway expansion project, which cuts through the middle of Churchland, will continue to be environmentally, culturally, and politically disruptive for several more years. The expansion of Craney Island would provide a further negative impact on our neighborhood.

We do not intend to passively watch this "theatre" being acted out by the Army Corps. We, along with a host of others, will individually and collectively actively pursue avenues to stop any and all consideration of the expansion of Craney Island. Today's public consideration of the expansion of Craney Island can serve to create a chain of events which could evoke a self-fulfilling prophecy and have a negative impact on our present housing value and restrict any future housing change on our part. Again, we write in oppositoin to any expansion of Craney Island for dre dging purposes.

So called short term, cheaper solutions ultimately lead to long-term, expensive problems. Any and all efforts to expand Craney Island will be aggressively resisted. Thank you.

Sincerely,

Dr. James M. Patton

Lydia L. Patton

Dr. Lydia L.Patton

4718 River Shore Road, Portsmouth, Virginia 23703

4713 River Shore Road
Portsmouth, VA 23703-1517
August 4, 1987

District Engineer
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Sir:

We are making the strongest possible protest to the proposed westward or upward expansion of the Craney Island landfill to dump river dredge spoil. We also request an environmental impact study and statement.

The River Shore Road subdivision extends from the western shore of the present Craney Island landfill to the Suffolk city limits along the middle of Hoffler Creek. The high property values in this area come from the natural views over the broad expanse of Hampton Roads and the James River, the cooling breezes over the water in the summer and the moderation of winter temperatures by the water. Any expansion of the Craney Island landfill westward or upward will have a devastating effect on the inhabitants of the River Shore Road area and the nearby housing areas. It would destroy our way of life and the reasons we want to live here in peace.

The environment that we seek to preserve is also vital to many varieties of wildlife. There is a nearly flat shallows that extends into the James River for some 3000 feet. At low tide there is only a couple feet of water at the outer edge. This area is heavily populated with mollusks, crab and fish. Some of these provide food for many varieties of gulls, terns, ducks and wetland and shore birds including at least one pair of osprey.

There are several patches of wetland reeds and marsh grasses, including two large areas in Streeter and Hoffler Creeks. All of this wetland would be destroyed with the westward expansion of the Craney Island landfill. Even if it were expanded upward, silt, oil, heavy metals, insecticides, herbicides, and possible kepone would be dredged up to leach into the surrounding and downstream waters killing aquatic plants and animals as an immediate reaction.

There is only so much waterfront land on this planet and only a small part of it can be called beautiful and habitable. We invite you to visit our beautiful area and the people who live here. This area is more than symbols on a chart and its value is far more than economic.

Sincerely yours,

Ruth Sherwood

Exhibit 63

Richard T. Tillett
4773 River Shore Road
Portsmouth, Virginia 23703
August 4, 1987

Department Of The Army
Attention Plan Formulation Branch
Norfolk District Corps Of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

I want to go on record as being adamantly opposed to any expansion of the Craney Island landfill.

The impact on my home and property is impossible to determine. My house was years in being designed and developed, never to be duplicated. My life savings have been used to build my dream house on this special property. The property has 1005 feet of frontage on the James River and 1061 feet of frontage on Holfet Creek. Now with a stroke of a pen you want to destroy all I have worked for over the last 25 years. By landlocking my property, The waterfront access is lost, the view is destroyed and wildlife is eliminated. It is inconceivable to have to live with a disposal dump next to your property with the noise, air pollution and ugly sight. I would never be able to recoup the monetary loss this would incur.

Your Proposal directly affects the home owners, destroys existing marsh grasses, eliminates habitat for wildlife and rare birds,and economicaly impacts the whole Churchland area. When off shore options are available which don't affect any of the above, how can any other option be made?

It would would be an economic disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion. I will be actively involved in preventing this disaster from occurring.

Respectfully,

Richard T. Tillett

Exhibit 64

Sherry P. Tillett
4773 River Shore Road
Portsmouth, Virginia 23703
August 4, 1987

Department Of The Army
Attention Plan Formulation Branch
Norfolk District Corps Of Engineers
Fort Norfolk, 803 Front Sreet
Norfolk, Virginia 23510-1096

I received notification concerning the expansion of Craney Island Landfill. I am appalled that you would even consider this as an alternative. My property has 1005 feet of frontage on the James River and 1061 feet on Holfet Creek. The impact to my home and property is inconceivable. Going from my dream house on beautiful water front property to being land locked by a disposal dump is a nightmare. There is no way you can compensate for the loss. I want to go on record as being adamantly opposed to any expansion of Craney Island.

Your Proposal directly affects the home owners, destroys existing marsh grasses, eliminates habitat for wildlife and rare birds, and economicaly impacts the whole Churchland area. I had always understood you protected the Marsh grasses. When off shore options are available which don't affect any of the above, how can any other decision be made?

It would also provide an economic disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion because of noise and odors. I feel it is important to note it is my taxes and my neighbors which pay for your existence.

Respectfully,

Sherry P. Tillett

Sherry P. Tillett

4722 River Shore Road
Portsmouth, Virginia
August 4, 1987

River Shore Civic League
R.E. Extension Land Fill Area

Since I am unable to attend the meeting on August 6, 1987, I submit to you my objection to the extension of the existing land fill in our area. Such an expansion would greatly devalue the property on River Shore Road and completely eliminate our water front view. Therefore I am highly opposed to this project. I have been a resident of River Shore Road for twenty-six years.

Respectfully,

John L. Tynch

John L. Tynch

Exhibit 66

PORTSMOUTH UROLOGICAL ASSOCIATES, INC
226 FORT LANE AT CRAWFORD PARKWAY
PORTSMOUTH, VIRGINIA 23704
(804) 399-2431

JOHN W. HOLLOWELL, M. D. E. S. SAYEGH, M. D. MARK L. JOHNSON, M. D.

August 5, 1987

Colonel J. J. Thomas
U.S. Army District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

As a resident of the River Shore section of Portsmouth I wish to vigorously protest the westward expansion or any other expansion of the Craney Island disposal area. Since 1970 when the first of several public scopings was held on the subject, such expansion has been opposed by the citizens of Portsmouth, by the Portsmouth City Council, the Virginia Commission of Outdoor Recreation, the Portsmouth Chamber of Commerce, the Portsmouth Ports and Industrial Commission, the Virginia Department of Highways and numerous other legislators, civic organizations and public agencies.

An Environmental Impact Statement published by your office in 1974 pointed out the environmental and economic damage to Portsmouth property and to the city's tax base by defiling what is some of the best residential waterfront in the city. Both Councils of the city of Portsmouth and of the city of Suffolk have recently reaffirmed their stand against expansion of the disposal area.

Having served the city of Portsmouth as chairman of the Planning Commission for a number of years, I am fully aware of the importance of maintaining and deepening the channel into this harbor. Ours is a harbor based economy. Nevertheless, further damage to the waterfront and more filling of the harbor is only a short term solution to the spoils problem, and the damage caused is irreversible.

A good number of years have elapsed since the last environmental impact study. There have been environmental changes and sweeping changes in the economy since then. The Secretary of the Army and the District Engineer of the Corps are urged to update the Environmental Impact Study before further consideration of sites for future dumping of dredge spoils.

I thank you.

John W. Hollowell

John W. Hollowell, M.D.

JWH:ed

Exhibit 67

August 5, 1987

TO: Army Corps of Engineers

FROM: Robert Lucking
4754 River Shore Rd.
Portsmouth, VA 23703

RE: Westward expansion of Craney Island

I would like to enter my strongest possible objection to the expansion of Craney Island. Such a development would have a disasterous impact on the present River Shore community, one of the most stable in the city of Portsmouth. This community consists of residences of business, military, and education leaders, and its destruction would cause the loss of these individuals to the larger urban region.

Additionally, the impact on the environment of this expansion in this area is not known and potentially threatens a much larger portion of Portsmouth and Suffolk. Surely the Corps of Engineers will not disregard what has been learned about land development over the past several decades and risk the chain of life in this presently thriving ecosystem.

The city councils of Portsmouth and Suffolk have adopted resolutions opposing the expansion, which reflects the unified voice of the entire region to reject this action. The will of this community has been clearly stated in various forms, a fact that the Corps of Engineers must not overlook. The expansion of Craney Island would constitute a reckless disregard for the life and citizens of one of the most well-established areas in the greater Hampton Roads region.

County of Isle of Wight

ISLE OF WIGHT COURTHOUSE
ISLE OF WIGHT, VIRGINIA 23397

Virginia's Finest County

One Of The Original Eight Shires

TELEPHONE 357-3191

August 5, 1987

Mr. J. J. Thomas
Colonel, U. S. Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

A telephone poll of the Isle of Wight County Wetlands Board members taken this day expressed the unanimous opposition and concern regarding the Corps of Engineers consideration of the Ragged Island area as a dredge spoils disposal site.

The severe environmental and negative aesthetic impacts such dredged spoil material would have on the Ragged Island area is readily apparent, and the Corps of Engineers is strongly urged to discontinue any consideration of this area as a possible site. Again, the Isle of Wight County Wetlands Board strongly opposes any consideration of the Ragged Island area for such, or any similar disposal.

It would be appreciated if this correspondence could be entered into the official minutes of the Corps of Engineers meeting to be held on Thursday, August 6, 1987, in Portsmouth, Virginia.

Yours truly,

Ronald H. Pack, Chairman
Isle of Wight County
Wetlands Board

RHP/sww

cc: Mr. Myles E. Standish, County Administrator

Exhibit 69

4734 Renistare Road
Portsmouth, Virginia 23703
August 5, 1987

Colonel J. J. Thomas, U.S Army
District Engineer, Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Att: Plan Formulation Branch

Dear Colonel Thomas,

I have long been a resident of Portsmouth, Virginia. I hereby wish to advise you that I am opposed to the proposed Westward expansion of Craney Island Disposal Area.

Surely we can find a more suitable place to dump the harbor spoils than dumping them in the back doors of the citizens of Hampton Roads area.

Ocean dumping should be seriously considered, no matter what the cost.

Yours Truly

E K Pringle

Exhibit 70

HAMPTON ROADS AIRPORT, INC.
P. O. BOX 200
BOWERS HILL STATION
CHESAPEAKE, VA. 23321

(804) 488-8301

August 5, 1987

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

ATTN: Plan Formulation Branch

Re: Norfolk Harbor and Channels,
Virginia - Long Term Disposal

Gentlemen:

In 1980 the Norfolk District of the Army Corps of Engineers recommended the Suffolk Disposal Site, over eight (8) other sites, saying it was the most feasible and economical site. Some of the sites were eliminated because of the minimum of fifty year life restriction, the Ocean Site was not satisfactory due to polluted dredged material and others because of economics and/or ecological reasons. In reviewing the study we were concerned about some of the assumptions and lack of comparisons between sites on such items as: environmental impact, economics, contamination of ground water and effects on surrounding properties and businesses.

The Final Review Board in Fort Belvoir, Virginia agreed with the need for the dredging of Hampton Roads and some of the tributaries, however it recommended

against the use of the Suffolk site for a myriad number of reasons, many of which were brought out by opponents in the study. Opponents to the Suffolk site included the Cities of Suffolk and Chesapeake, the Chesapeake-Portsmouth Airport, (now Hampton Roads Airport), Virginia Department of Aviation, F.A.A., Environmental groups, wildlife groups, owners of property within and adjacent to the 6000 acres and along the pipeline route. The objections were included in the study presented to the Review Board.

Hampton Roads Airport wishes you to include the correspondence and attachments presented to the Corps in 1980 as a part of objections at this hearing tonight - they are still applicable and are contained in the Feasibility Report + Appendix Number 2, dated July, 1980. In addition, H.R.A. has embarked on an extensive expansion program, should the Suffolk site be selected the economic consequences would be more devastating than in 1980.

The Corps of Engineers, admittedly, failed to take into consideration the Airport prior to the Public Meeting in Norfolk on March 21, 1980 at which time they recommended the Suffolk site. In response to the question posed to Colonel Haller - had a study been made on the effects the disposal area would have on the Airport?, two representatives appeared in H.R.A.'s office within several days, the Airport had been overlooked. Yes, the third busiest General Aviation Airport in Virginia, out of over eighty, had not been given any consideration by the Task Force and Corps. Since then, H.R.A. has been designated a Reliever Airport and has embarked upon an extensive expansion program.

We have with us tonight the same displays used in the 1980 Public Meeting, modified to be current, plus a picture showing the Master Plan approved by the V.D.O.A. and F.A.A., plans have been completed for a portion of the work and earthwork should begin in forty (40) days. The Disposal Site, or a portion thereof, is shown on all displays. When studying the Suffolk site, there is a critical item which should be taken into consideration:

The safety hazards generated by birds flocking to disposal areas around airports has, as a result of many fatal accidents, been recognized for many years and covered by F.A.A. Order 5200.5 which says that disposal areas that attract birds shall not be located within 10,000 ft. of an Airport from which turbojets operate. One need only to visit the Craney Island or Suffolk Regional Disposal Sites to verify birds flock to them.

The 10,000 ft. in the F.A.A. Order is at best marginal, flyaway routes should also be considered. A 10,000 ft. radius from the City of Suffolk line and the center line of 10-28 is shown on the Coast and Geodetic Map Display along with the 6,000 acre disposal area. The acreage within the 10,000 ft. radius is approximately 2,700 acres or 45% of the 6,000 acres. The life of the 6,000 acres was 50 years, if allowances are made for the F.A.A. Order the life would only be 27.5 years and if this residual were used as a disposal site additional expansion of this viable Airport could not take place.

Confirmation of H.R.A.'s belief that the 1980 study was incomplete and the District's recommendation premature was confirmed by the Review Board. We quote from the Chief of Engineers, Washington, D.C.:

"The Board notes the concerns of local residents and Federal agencies regarding the use of the 6,000 acre Suffolk upland site for disposal of dredged material from the proposed deepening project and for maintenance of the existing project. Insufficient studies have been performed in the preauthorization stage to identify impacts from use of the Suffolk site and to develop a plan to avoid or to mitigate those impacts. Important potential impacts which have been identified are: wildlife habitat loss, contamination of groundwater, introduction of pollutants such as pesticides and heavy metals into the Dismal Swamp ecosystem, and attraction of birds

which could adversely affect aviation activities at the adjacent Portsmouth-Chesapeake Airport".

William R. Wray
Major General USA
Chairman

The adverse effects the Suffolk site would have on H.R.A. should in itself be justification enough to eliminate it from consideration. The foregoing, coupled with other factors brought out by the opponents and Review Board, further reinforce the need to eliminate the site from the study even before entering into costly environmental studies.

Sincerely,

HAMPTON ROADS AIRPORT, INC.

F. Van Sumner, P. E.
Vice President

HAMPTON ROADS AIRPORT, INC.
P. O. BOX 200, BOWERS HILL STATION
CHESAPEAKE, VA 23321

August 6, 1987

NORFOLK HARBOR AND CHANNELS, VIRGINIA

LONG TERM DISPOSAL

We have a four to five minute talk after which we would like to review with you the three displays prepared for this and previous meetings.

LETTER:

EXHIBIT A is a photograph of H.R.A. taken prior to 1980, and was used in the 1980 meetings. The Disposal area is shown adjacent to the Suffolk-Chesapeake line, the perimeter berm was to be 27 ft. high.

EXHIBIT B is a photograph of H.R.A. taken in the 1986-87 winter. Shown in black is the Master Plan Improvements, some of the work is to begin immediately and completion is expected by late 1992.

The Disposal area and 27 ft. berm is shown along with the four (4) City of Chesapeake 900' wells capable of pumping 12 million gallons of water a day, all on H.R.A. and V.S.I. properties.

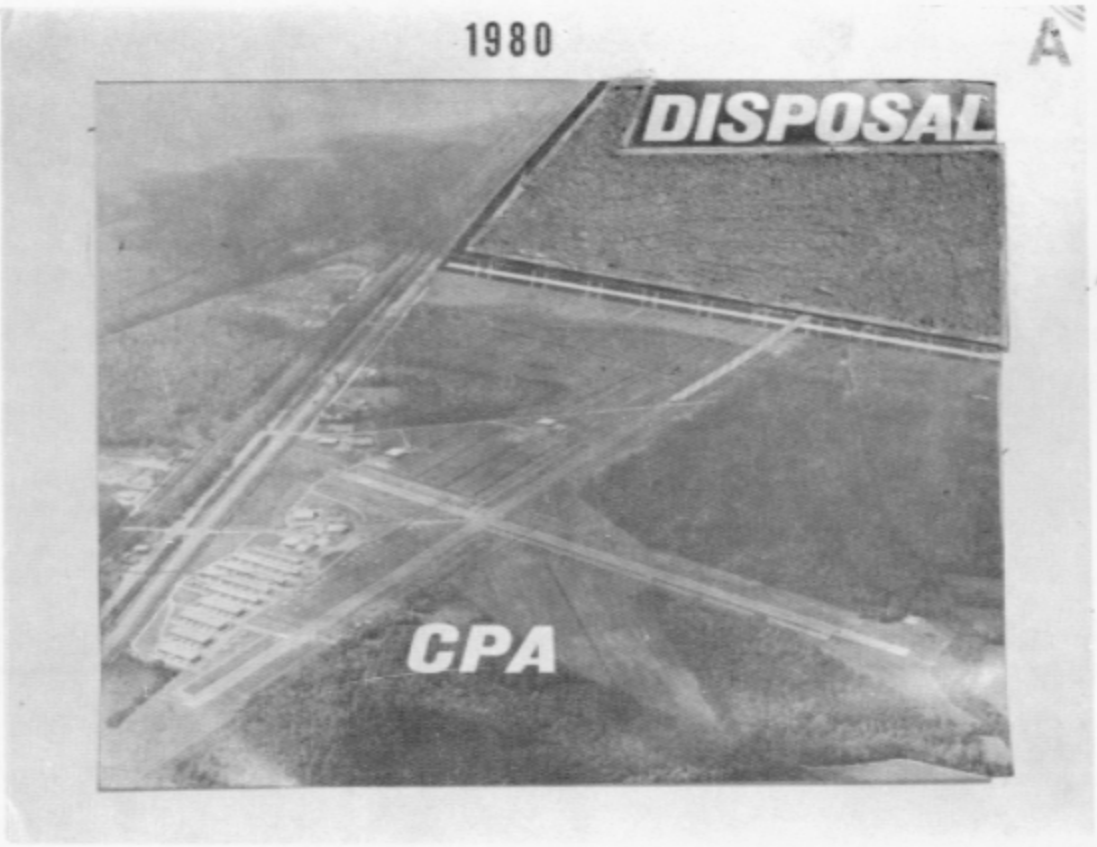
The black lines through the Disposal area indicates property H.R.A. & V.S.I. purchased for the expansion and protection of the Airport.

EXHIBIT C is a Coast Geodetic 7.5 minute series map of the southeastern Hampton Roads area on which the Craney Island Disposal Area and the Suffolk site are located.

The Moniker of the *"Pipe Dream"* came about in 1980 from H.R.A.'s staff when studying the pipe route. Dredged material would be running through the high maintenance above ground pipes which traverse many roads and pass through some of the finest neighborhoods in Portsmouth and Chesapeake, plus the heart of the Churchland Business District for 24 hours a day. Three of the five pumping stations would be located in neighborhoods or Business Districts. The fact noise is generated for 24 hours a day should not be overlooked.

The 50 year, six thousand acre Suffolk site on the Suffolk-Chesapeake line is shown along with the 2700 acre area of the site effected by F.A.A. Order Number 5200.5. Note: The effected area amounts to 22.5 years of the projected 50 year life leaving a life of only 27.5 years for the remaining area. The Hampton Roads Airport properties are located adjacent to and within the Disposal area.

We are available to provide you with any information you so desire. We again request the Suffolk site be eliminated from consideration because of the overwhelming disadvantages and risks involved and that we be so notified at the earliest possible date so we can be unimpeded in our endeavors.



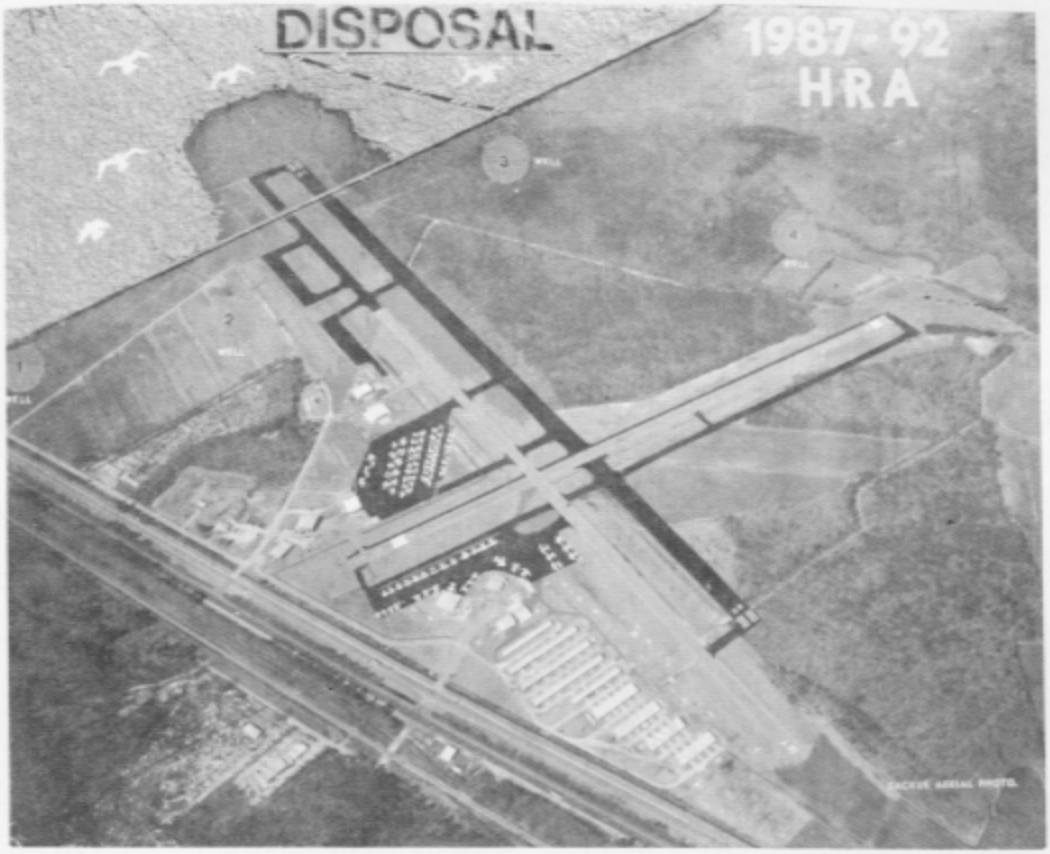


Exhibit 71

Jimmy F. Swindell
5812 Craneybrook Lane
Portsmouth, Virginia 23703
August 5, 1987

Department Of The Army
Attention Plan Formulation Branch
Norfolk District Corps Of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

I want to go on record as being adamantly opposed to any expansion of the Craney Island landfill.

Your Proposal directly affects the home owners, destroys existing marsh grasses, eliminates habitat for wildlife and rare birds,and economicaly impacts the whole Churchland area. When off shore options are available which don't affect any of the above, how can any other option be made?

It would also provide an economic disaster to the home owners. We would lose the value of our homes, never to be replaced. It would be impossible to live there during the expansion because of noise and odors. I feel it is important to note it is my taxes and my neighbors which pay for your existence.

Respectfully,

Jimmy F. Swindell

Jimmy F. Swindell

Portsmouth, Virginia
August 6, 1987

Norfolk Corp of Engineers
Norfolk, Virginia
Colonel J. J. Thomas and Staff

SUBJECT: Public Hearing, Portsmouth, Virginia Alternate Spoil Disposal Areas With Special Reference: Opposition to the Westward Extension of the present Craney Island Landfill

Gentlemen,

I am Mrs. James C. Collier residing on the waterfront of Respass Beach at 5068 Bay Circle, Suffolk, Virginia.

I have herewith, a copy of my remarks and present it to become a part of the record.

We are again, thankfully, experiencing Democracy. Being privileged to air our views on the welfare and protection of our area.

Certain axioms bear mentioning here. "Time waits for no man and passes far too quickly." Everyday there are far reaching changes: internationally, nationally, locally, and even personally.

Then, also very true is "History repeats itself." Sometimes quickly; often times slowly. Tonight we are here to discuss, and review issues, causes, and effects which are all, or mostly all history in repetition. That is, "What to do with the dredging spoil from the channels of the rivers and harbor of Hampton Roads." This question began to be seriously addressed in 1942.

The people of our area are primarily concerned and opposed to any extension of the Craney Island Landfill. Hence, we find ourselves again, exactly where we were back in 1970-1972.

Numerous studies have been sponsored by the Army Corps of Engineers. . . "pro and con", information gathered from bureaus, agencies, municipal and state governments, expert authorities, and yes, even individuals like you and me. As we examine these same facts, it appears that there has been much time, effort and money spent, yet accomplishing very little.

The same disposal sights reviewed in the study of 1972 are now being gone all over again. Over the previous sixteen or seventeen years the detrimental ecological, environmental, economical, recreational, and aesthetic effects were presented. Certainly, over the years, they have not improved, but in many instances have compounded.

Then, may I ask, "Why in the name of common sense must we be repeatedly, subjected to these actions every fifteen years or so?" If this were a ten or even fifty year problem to be terminated, a different approach might be acceptable. Here we have a necessity to be dealt with that will not be around just twenty-one to thirty years---the projected life-use of the Westward Extension in a 1972 study---but a continuing necessity that will be here as long as there are rivers, and a Hampton Roads Harbor. As long as ships ply the ocean, bringing commerce from all over the world. As long as we maintain a mighty naval force. You, or I can not begin, to guess how long that will be.

In these days of inflation, we must pay dearly for everything, and even then we pause to question, do we get value received? We will agree that the cheapest price is rarely ever the most economical.

Let us look at the Ocean Disposal by conventional methods. In the 1972 study it was number six, in cost of disposal per cubic yard. But here is the "clincher." It was the only one, and I repeat, the only one, of the nine proposed sites that had an "unrestricted useful life span". Let me say, it is a monstrous problem, a costly problem that will not go away, and I add there is a great big ocean out there. Of all the plans considered to date, this is the only one that truly furnishes a solution and not just a delaying process.

We know that the enviromental effect of ocean dumping is somewhat questionable, as it should be. Even if it might be injurious to the marine life within a number of miles there about, it would be far less harmful, it seems, to use an infinitesimal portion of the vast ocean, than to concentrate the spoil in a closely populated and widely used area like Hampton Roads.

At a public hearing on October 21, 1970 a request was made. . .that additional anchorage space be provided in the harbor. If more was needed then, think what seventeen additional years up to now is requiring. If the present fill is extended, more irreplacable anchorage area will be sacrificed.

Going back to the pollution effect on the marine life. This we already can see in our waters. The effect on our oysters, crabs, and fish is causing concern from Kepone, etc.

In the mid 1960's, a representative of the Virginia Resources Commission, stood with me on my beach viewing the erosion and debris on the shore.

He made the remark that "even though the present fill, the giant basin, as he termed it, had been a convenient and economical depository, still its construction was a preposterous mistake and contrary to nature.

Having changed the natural current circulation patterns of the lower James River and Hampton Roads, thus inhibiting the cleansing of debris, etc., by the rhythmatic flow of the tides. Also wearing away the valuable marshlands as far west as the Old Pig Point Piers.

I need not discuss further the other detrimetal effects that we fear. In closing I will pose to you a serious question: Must we leave this continuing problem, not only to the next generation, but to generations yet to come? Will they be able to wonder and say, "How did they (meaning us) let it happen?"

Helplessly, we shall be leaving them, to struggle with many problems over which we can have no control. What will life hold for man if he gains everything materially and there is nothing left that is beautiful to behold.

As we are our brothers keepers, so are we custodians of God's great and beautiful creation.

Of all the sites suggested, the only one that apparently presents a sensible and permament solution to the problem is the Ocean Disposal Site. This is my personal opinion.

I sincerely trust that you will give this site your very serious consideration. Thank you.

Respectfully submitted,

Mrs. James C. Collier

Mrs. James C. Collier

James C. and Dorothy L. Collins
4651 Rivershore Road
Portsmouth, VA 23703

U. S. Army
Corps of Engineers
Norfolk, VA 23507

6 August, 1987

Dear Sirs,

We are in strong opposition to any plans or proposals to expand the existing Craney Island landfill/disposal area in any direction, i.e. west, north, east, or vertical. Our opposition is based on the effective management of the economic, environmental, development, and quality of life considerations that are related to such proposals and we respectively request that these be given thoughtful and careful consideration.

Sincerely,

James C. Collins P.E.
Dorothy L. Collins

Exhibit 74

MY NAME IS DONALD W. COMER, SENIOR. I LIVE AT 4627 RIVERSHORE ROAD. I HAVE LIVED AT RIVERSHORE FOR TWENTY YEARS AND THE DREARY PROSPECT OF THE DISPOSAL AREA EXPANSION HAS OVERHUNG SEVENTEEN OF THOSE YEARS LIKE THE "SWORD OF DAMOCLES".

AFTER ALL THAT TIME OF STUDY AND HEARINGS AND MEETINGS, THERE IS NO EVIDENCE OF ANY BENEFIT TO ME, MY NEIGHBORS, OR MY CITY. NOT FINANCIALLY, NOT ENVIRONMENTALLY, NOT POLITICALLY. THE VALUE OF MY HOME WOULD BE DESTROYED. THE PITIFUL CITY TAX BASE WOULD BE REDUCED AND THE CITY WOULD RECEIVE NOTHING BUT THE HOPE OF EVENTUALLY OWNING LAND THAT WILL NOT COMPACT AND TO WHICH THERE IS NO INDUSTRIAL ACCESS. THE LAND, EVEN IF AQUIRED WOULD BE USELESS.

I DON'T CHALLENGE THE FACT THAT THE COUNTRY, THE STATE AND THE PORTS AND THE COAL COMPANIES AND THE RAILROADS WILL BENEFIT. BUT TO PARAPHRASE WINSTON CHURCHILL, "WHY SHOULD SO FEW SACRIFICE SO MUCH FOR SO MANY?"

WE ARE USING WORDS LIKE PORTS, CHANNELS, TRADE, INDUSTRY, COMMON GOOD, AND NATIONAL INTEREST, BUT WE ARE TALKING ABOUT OUR HOMES. FOR MOST OF US OUR BIGGEST INVESTMENT, AND THE CENTERPIECE OF WHAT WE WILL LEAVE TO OUR CHILDREN. HOME, WHERE WE FIND PEACE WHEN OUR WORLDS GO WRONG, WHERE WE'VE PUT OUR ROOTS, RAISED OUR FAMILIES, RECEIVED OUR FRIENDS AND PLAN TO LIVE OUT OUR LIVES.

MANY OF US HAVE SACRIFICED MANY YEARS TO THE SERVICE OF OUR COUNTRY AND WOULD DO SO AGAIN IF CALLED - BUT WE WILL NOT SACRIFICE OUR HOMES. WE ARE PREPARED TO DEFEND THEM DIRECTLY AND AT THE MARGINS, WHATEVER THE COST. TO AGAIN PARAPHRASE WINSTON CHURCHILL, "WE WILL GO ON TO THE END. WE WILL NEITHER FLAG NOR FAIL, AND WE SHALL NEVER SURRENDER."

4627 River Shore Rd.
Portsmouth, Va., 23703
August 6, 1987

Corp. of Engineers
U. S. Government
Norfolk, Virginia

Gentlemen:

As a homemaker, mother, grandmother, and a 20 year resident of River Shore Road, I most earnestly write to request a denial of the westward extension of Craney Island landfill.

Through the years, I have watched our 3 sons and their many friends, our neighbor's children and their friends, and now our grandchildren enjoy our waterfront. I can only think of how many more generations should be able to enjoy the water, the beautiful sunrises and sunsets, the water birds and waterfoul, and the beauty of God's Nature as it is so bountifully displayed in our back yard.

My heart aches when I think that all of this may be lost forever to anyone else and as only a temporary stopgap to a longrange problem. That our treasured waterfront would be lost for all times seems such a sacrifice!

I emplore you to please look to your other alternatives for a permenant solution.

Most sincerely,

Sara G. Coner

Sara G. Coner

Exhibit 76

NORSHIPCO

NORFOLK SHIPBUILDING & DRYDOCK CORPORATION

P.O. BOX 2100 • FOOT OF LIBERTY STREET
NORFOLK, VIRGINIA 23501-2100
Telex: 823-613 Cable: NORSHIPCO
Telephone: 804/545 3551

GEORGE H. CURTIS, III
Vice President

August 6, 1987

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, VA 23510-1096

Subj: Norfolk Harbor and Channels,
Virginia Long-Term Disposal

Attn: Plan Formulation Branch

Dear Sir:

On behalf of the 3400 employees of Norfolk Shipbuilding & Drydock Corporation I would like to stress the necessity for developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. As a shipyard it is essential that by dredging we maintain adequate water depths along side our piers and under our floating drydocks.

Due to the national and international depressed conditions of the Maritime industries one very important part of the deliberations should be the accessibility of a long-term disposal site for economic reasons. Shipyards and shipping today are fragile industries and added unnecessary expenses can do us in.

Certainly environmental considerations and constraints must be taken into account. This I am sure is preaching to the choir.

Again let me repeat that it is essential to develop a long-term disposal site. The economic well-being of the entire area dictates no less.

Very truly yours,

George H. Curtis, III

George H. Curtis, III

Exhibit 77

City of Chesapeake

DEPARTMENT OF PLANNING
Public Service Building
300 Cedar Road
Chesapeake, Virginia 23320

August 6, 1987

Plan Formulation Branch
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Re: **RESPONSE TO NOTICE OF PUBLIC SCOPING MEETING ON NORFOLK HARBOR AND CHANNELS, VIRGINIA LONG-TERM DISPOSAL**

Dear Sirs:

The City of Chesapeake supports the initial dredging of the harbor and acknowledges its importance to the Hampton Roads area. However, Chesapeake has the following questions and concerns which should be addressed concerning the Suffolk site:

1. Transportation in the form of interstate highway, rail service, and airport facilities has established an industrial use for Chesapeake in the vicinity of the proposed Suffolk disposal site. In the northwestern section of Chesapeake, industrial acreage has been established adjacent to the Norfolk, Danville & Franklin Railroad. According to the proposed plan, the pipeline between Craney Island and the Suffolk site would fall between the industrial property and the rail line proper. This could have an effect of limiting rail access to the industrial land.

2. Immediately to the east of the Suffolk site is the Hampton Roads Airport with existing and proposed industrial development in close proximity. Disposal areas are traditionally an attraction to seagulls. A disposal area of this size could be such an attraction that airplane flight safety would be greatly impaired.

3. The quality of industrial development could be lessened for that area adjacent to the disposal area itself.

4. The disposal of polluted, saltwater spoils material on an inland location is questionable due to possible contamination of potable water in groundwater aquifers. Since this area is considered wetlands, the possibility of pollutants being carried further from the site is greater than through cleansing soil. Chesapeake is dependant on well fields in the Bowers Hill area for emergency water supplies.

5. Is containment possible, or is it a probability that infiltration of pollutants could effect the environmental status of the Great Dismal Swamp?

If choosen for the disposal project, there are serious health and safety factors to be considered in addition to the economical restraints that may be produced by the Suffolk site.

Thank you for the opportunity to submit our concerns as part of your site analysis. We would appreciate continued notification of any future meetings and receipt of any correspondence regarding this matter.

Very truly yours,

Paul L. Curtis, Director
Department of Planning
City of Chesapeake

CC: Mr. James W. Rein, City Manager, Chesapeake
Mr. Gary McLaren, Director, Economic Development
Department of Chesapeake
Mr. John Rowe, Director, City Managner, Suffolk

OFFICIAL PETITION

CITIZENS OF ARMSTEAD FOREST, SUFFOLK, VIRGINIA

WE THE RESIDENTS OF ARMSTEAD FOREST, IN THE NORTHEAST SECTION OF THE THE CITY OF SUFFOLK, HEREBY GO ON RECORD IN OPPOSITION TO THE PROPOSED EXTENSION OF THE CRANEY ISLAND DISPOSAL SITE, FOR THE FOLLOWING REASONS: (1) NATURAL DRAINAGE FOR OUR AREA IS DEPENDENT UPON THE OPEN WATERWAYS OF HOFFLER AND SKEETER CREEKS. THIS PROPOSAL WILL NOT ONLY TAKE AWAY THE EXISTING WATERFRONT, BUT WILL BLOCK THE NATURAL DRAINAGE THAT EXIST IN THIS SECTION OF SUFFOLK. (2) WE ARE IN FULL SUPPORT OF OUR NEIGHBORS IN THE RESPASS BEACH AREA WHO ARE IN OPPOSITION TO THIS PROPOSAL.

NO	NAME	ADDRESS	CITY/STATE
20	Janie M. Cogen	6731 whitewood St	Suffolk. Va. 23435
21	James W. Cogen	6731 whitewood St.	Suffolk Va 23435
22	Joan M. Dixon	6709 Whitewood St	Suffolk VA "
23	Roy L. Dixon	6709 Whitewood St	Suffolk VA "
24	Ronald K Wall	6716 "	"
25	Cynthia Woody	6716 "	"
26	John M Laughlin	6713 "	"
27	Lorraine R McLaughlin	6713 "	"
28	John W Cogen	6725 Whitewood St	Suffolk VA
29	Judith A Cogan	6725 "	"
30	Lois McPherson	6729 Whitewood St	Suffolk VA
31	Leland D McPherson	6729 Whitewood St	Suffolk Va.
32	Lewis Leggett	" "	"
33	Janice Demeree	6733 Whitewood St	Suffolk Va
34	Ken Demeree	" "	"
35			
36			
37			
38			

RECEIVED BY: Joan M Dixon

DATE: 8-6-87

OFFICIAL PETITION

CITIZENS OF ARMSTEAD FOREST, SUFFOLK, VIRGINIA

WE THE RESIDENTS OF ARMSTEAD FOREST, IN THE NORTHEAST SECTION OF THE THE CITY OF SUFFOLK, HEREBY GO ON RECORD IN OPPOSITION TO THE PROPOSED EXTENSION OF THE CHANEY ISLAND DISPOSAL SITE, FOR THE FOLLOWING REASONS: (1) NATURAL DRAINAGE FOR OUR AREA IS DEPENDENT UPON THE OPEN WATERWAYS OF HOFFLER AND SKEETER CREEKS. THIS PROPOSAL WILL NOT ONLY TAKE AWAY THE EXISTING WATERFRONT, BUT WILL BLOCK THE NATURAL DRAINAGE THAT EXIST IN THIS SECTION OF SUFFOLK. (2) WE ARE IN FULL SUPPORT OF OUR NEIGHBORS IN THE RESPASS BEACH AREA WHO ARE IN OPPOSITION TO THIS PROPOSAL.

NO	NAME	ADDRESS	CITY/STATE
39	Edwina Cannon	6208 White Elm Ct	Suffolk, Va
40	[illegible] Cannon	6208 White Elm Ct.	Suffolk, Va.
41	[illegible] Cannon	6208 White Elm Ct	Suffolk Va.
42	Felicia Cowles	6201 White Elm Ct.	Suffolk, Va.
43	Marylin Powell	6205 White Elm Ct	Suffolk Va
44	Mabon Long	6204 White Elm Ct.	Suffolk, Va.
45	John Long	6204 White Elm Ct.	Suffolk, Va.
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RECEIVED BY: _____

DATE: _____

OFFICIAL PETITION

CITIZENS OF ARMSTEAD FOREST, SUFFOLK, VIRGINIA

WE THE RESIDENTS OF ARMSTEAD FOREST, IN THE NORTHEAST SECTION OF THE THE CITY OF SUFFOLK, HEREBY GO ON RECORD IN OPPOSITION TO THE PROPOSED EXTENSION OF THE CRANEY ISLAND DISPOSAL SITE, FOR THE FOLLOWING REASONS: (1) NATURAL DRAINAGE FOR OUR AREA IS DEPENDENT UPON THE OPEN WATERWAYS OF HOFFLER AND SKEETER CREEKS. THIS PROPOSAL WILL NOT ONLY TAKE AWAY THE EXISTING WATERFRONT, BUT WILL BLOCK THE NATURAL DRAINAGE THAT EXIST IN THIS SECTION OF SUFFOLK. (2) WE ARE IN FULL SUPPORT OF OUR NEIGHBORS IN THE RESPASS BEACH AREA WHO ARE IN OPPOSITION TO THIS PROPOSAL.

NO	NAME	ADDRESS	CITY/STATE
1	Howard E. Langer	6708 Towne Point Rd	Suffolk Va
2	Brenda B. Langer	6708 Towne Pt. Rd.	Suffolk Va
3	Donald W. Duffield	6732 Towpoint Rd.	Suffolk, Va.
4	Theresa Duffield	6732 Towpoint Rd.	Suffolk, Va.
5	John E. Langer	6728 Towne Pt. Rd.	Suffolk, Va.
6	Joyce Reine	6716 Towne Pt Rd	Suffolk Va.
7	Bernard L Reine	6716 Towne Point Rd	Suffolk Va
8	Cecelia Remley	6712 Towne Pt Rd	Suffolk Va.
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RECEIVED BY: _____

DATE: _____

OFFICIAL PETITION

CITIZENS OF ARMSTEAD FOREST, SUFFOLK, VIRGINIA

WE THE RESIDENTS OF ARMSTEAD FOREST, IN THE NORTHEAST SECTION OF THE THE CITY OF SUFFOLK, HEREBY GO ON RECORD IN OPPOSITION TO THE PROPOSED EXTENSION OF THE CRANEY ISLAND DISPOSAL SITE, FOR THE FOLLOWING REASONS: (1) NATURAL DRAINAGE FOR OUR AREA IS DEPENDENT UPON THE OPEN WATERWAYS OF HOFFLER AND SKEETER CREEKS. THIS PROPOSAL WILL NOT ONLY TAKE AWAY THE EXISTING WATERFRONT, BUT WILL BLOCK THE NATURAL DRAINAGE THAT EXIST IN THIS SECTION OF SUFFOLK. (2) WE ARE IN FULL SUPPORT OF OUR NEIGHBORS IN THE RESPASS BEACH AREA WHO ARE IN OPPOSITION TO THIS PROPOSAL.

NO	NAME	ADDRESS	CITY/STATE
1	Robert C. Stewart	6313 White Ash Court	Suffolk, Va.
2	Luz Lida C. Stewart	6313 White Ash Ct	Suffolk Va.
3	[illegible]	[illegible]	[illegible]
4	[illegible]	6204 A White Ash Ct.	SUFFOLK, VA
5	Liz Robertson	"	"
6	Luther Wenrick	6205 White Ash Court	Suffolk VA.
7.	Maggie Wenrick	6209 White Ash Court	Suffolk VA.

RECEIVED BY: _____

DATE: _____

OFFICIAL PETITION

CITIZENS OF ARMSTEAD FOREST, SUFFOLK, VIRGINIA

WE THE RESIDENTS OF ARMSTEAD FOREST, IN THE NORTHEAST SECTION OF THE THE CITY OF SUFFOLK, HEREBY GO ON RECORD IN OPPOSITION TO THE PROPOSED EXTENSION OF THE CRANEY ISLAND DISPOSAL SITE, FOR THE FOLLOWING REASONS: (1) NATURAL DRAINAGE FOR OUR AREA IS DEPENDENT UPON THE OPEN WATERWAYS OF HOFFLER AND SKEETER CREEKS. THIS PROPOSAL WILL NOT ONLY TAKE AWAY THE EXISTING WATERFRONT, BUT WILL BLOCK THE NATURAL DRAINAGE THAT EXIST IN THIS SECTION OF SUFFOLK. (2) WE ARE IN FULL SUPPORT OF OUR NEIGHBORS IN THE RESPASS BEACH AREA WHO ARE IN OPPOSITION TO THIS PROPOSAL.

NO	NAME	ADDRESS	CITY/STATE
	Ina K. Hearc	6213 Apple St	Suffolk, Va
	Thomas E. Greene	6213 APPLE St.	Suffolk, VA. 23435
	Della Seeber	6221 Apple St.	Suffolk Va 23435
	[illegible]	6220 Apple St	Suffolk 23435
	[illegible]	6225 apple St	Suffolk Va 23435
	[illegible]	6231 Apple St	Suffolk, Va 23435
	[illegible]	6208 Apple St	Suffolk 23435

RECEIVED BY: _____

DATE: _____

Mary Eddins
4601 River Shore Rd.
Ports., Va 23703
804-484-7647

U.S. Army Corps of Engineers
Norfolk, Va.

Aug. 6, 1987

Dear Sir;

This letter is to inform you that I oppose the westward movement or any movement of Craney Island Landfill. I live at 4601 River Shore Rd., which is exactly next door to Craney Island and such a construction of fill would be devistating to my property in value, my view of Hampton Roads, and my life-style which I have enjoyed for 15 years.

The natural wet lands behind my house would be destroyed; along with fishing and water sports and most offensive is the odor from settlements and sludge in the River.

Please Consider other sites for this dredge material that will not affect such valued property & neighborhoods in Portsmouth.

Sincerely,

Mrs. Mary Eddins

Exhibit 80

STATEMENT ON THE CORPS OF ENGINEER'S PLAN TO EXPAND CRANEY ISLAND WESTWARD

It is inconceivable to me how an agency of the U. S. Government can even contemplate using the center of a metropolitan area of 1.2 million inhabitants as a dump. The dredge material is contaminated with years of chemical and bacterial run offs which could create a hazard to the health and well being of humans. In recent years these contaminants have been covered over with "clean" debris due to more stringent laws. Even today, the effluvia from the drainage of Craney Island pollute the atmosphere. It is particularly noticeable of certain days after a heavy wind and rain or when the atmospheric conditions are extremely humid.

You estimate the depletion of property values will diminish by 50% for residents on River Shore Road and perhaps 10% for others further inland. I dispute that as ultra conservative. Churchland is one of the fastest growing areas in the Portsmouth-Chesapeake-Suffolk region. It is my estimation that the proposed project will bring this expansion rate to a stand-still with the consequent reduction of revenue pouring in the treasuries of the respective cities. The state and cities, expecially Portsmouth, have or are planning to spend several million dollars in developing a freeway throughout the area in question, and many businesses are considering building adjacent thereto. If property values decline and people do not settle here, a domino effect will ensue that cannot be estimated in dollar values.

Hampton Roads is one of the most beautiful water ways along the east coast. You are planning to ruin it by filling it up with dredge material. This is even worse than the clamor raised by the environmentalists over the issue of strip coal mining. In that case, the coal companies agreed to put the scenery back to the way it was. In this case, it would be impossible to restore the beauty.

You state that you only plan to expand to Hoffler's Creek. This is a ruse that once you get your foot in the door you will have established a precedent. If all of Hampton Roads population realize the consequences of what you are considering, they would raise up in arms against against the project with one voice. It is my opinion that you are hoping it will be a "fait accompli" before this happens.

I recommend you take the dredge material away from all populated areas. Developing an island on a shoal in the ocean would be an excellent solution and would solve your problem once and for all.

Albert D. Epley

ALBERT D. EPLEY
4619 River Shore Road
Portmsmouth, Virginia 23703

The Corps of Engineers cannot be permitted to further extend the Craney Island land fill and therefore contaminate a large section of Portsmouth.

To find another area for the dredging deposit is an inconvenience for them. To continue the land fill for us is a devastation!

Ruth E. Epley

Ruth E. Epley
4619 River Shore Road
Portsmouth, Virginia 23703

PETER EUSTIS
ROOM 340 VIRGINIA FEDERAL BUILDING
600 CRAWFORD STREET
PORTSMOUTH, VIRGINIA 23704

PUBLIC HEARING - August 6, 1987
VIRGINIA LONG TERM DISPOSAL

Colonel J. J. Thomas
District Engineer
United States Army
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1076

Dear Colonel Thomas:

My name is Peter Eustis. My home address is 4753 Rivershore Road, Portsmouth, Virginia 23703.

This statement is made in response to your request in the public notice of the meeting and is based on the best information I have at this time.

First let me say that I am in favor of deepening the channels and continuing maintenance dredging as necessary to continue the competitive advantage of Hampton Roads for ocean shipping and naval activities.

My main commets will be addressed to the long term disposal of the dredge material and particularly the western exterior of Craney Island.

You have presented a map showing ten disposal options, seven of which involve building islands in the James River or Chesapeake Bay. In your earlier studies of dredge disposal options in 1970-1974 and 1980, you ranked these sites in terms of the direct annual cost to the army corps. This, I believe does not tell the whole economic cost story of how these sites should be evaluated from the point of view of the citizens of the United States both resident and those visiting the Hampton Roads Area.

One of the greatest assets of Hampton Roads is its large water areas. This dredging is to strengthen one aspect of the water ways usage, the shipping commerce. However, there are many other uses of these water ways such as fishing, both recreational and commercial,

PETER EUSTIS
ROOM 340 VIRGINIA FEDERAL BUILDING
600 CRAWFORD STREET
PORTSMOUTH, VIRGINIA 23704

boating, both recreational and commercial, ecological balance of the marine environment, biological, as breeding grounds for fish, crabs and animals, and atmospheric, as it develops land breezes and promotes air mixing to reduce ground level atomospheric pollution. Changing this complicated interrelated balance of land area and water area in the middle of a densely populated metropolitan area is indeed risky and could easily result in damages that would greatly outweight a few dollars per ton of dredging and transportation costs.

In order to evaluate these risks before spending time needlessly on some of the options, I would ask that:

1. The first step in your study be to ask the Virginia Marine Resources Commission whether any of the sites are acceptable.

2. Second, I would ask that you obtain a complete environmental impact statement on the remaining options so that study progresses only on sites that will not unreasonably damage the environment.

3. The dredge spoils may contain materials that will constitute a hazardous material under the law. Keypone is on the list of hazarardous materials and disposal of one pound of this material is a reportable matter. Mercury, heavy metals and polycyclic aromatics are also dangerous materials that can affect the water tables. You are requested to evaluate the samples of bottom area from all areas that are to be dredged and then proceed in selecting disposal areas under the appropriate hazard waste disposal laws and obtain EPA approval of the westward extending of Craney Island. Irresponsible storage of hazardous waste can pollute ground water endangering life and health in surrounding rapidly expanding acreas, including the school complex in Merrifields.

4. When you get to cost studies, I would ask that you include total cost to everyone in rating the options. For example: The Burton Report developed by the army corps in 1970-1974 studies said that extending Craney Island westward would damage the real estate value on Rivershore Road fifty percent for those houses on the waterfront and twenty-five percent for those not on the waterfront, back to and including the Merrifields Area. The army corps may not have to recognize this expense by reimbursing the owners. (The trend of recent U. S. Supreme Court rulings is to require increasing responsiblity of governments for their action which may make owner reimbursement generally a direct cost. Damages of homeowners who have riparian rights will be a direct cost.) There is no doubt that westward expansion of Craney Island will severely damage property values

PETER EUSTIS
ROOM 340 VIRGINIA FEDERAL BUILDING
600 CRAWFORD STREET
PORTSMOUTH, VIRGINIA 23704

damaging the owners as well as the City of Portsmouth by reducing its tax base. Further, there are fishermen and crabbers who will be economically damaged by making more islands in the James River and Chesapeake Bay. Please include a social cost for the loss in use of the waterway for recreational uses.

5. The San Francisco Bay area is one similar to Hampton Roads Area. Treasure Island built in 1937, is the last island built there. We should review their experience and report why land filling of the bay stopped.

Colonel Thomas, please plan to personally visit with us at Rivershore so that you can see the present beauty and tranquility of this quiet waterfront area. This should help you realize the distressing damage that westward extension of Craney Island will do to our homes. During the filling period, odor, noise, and possible ground water contamination will make our home uninhabitable for a period of years.

Realizing that removing another four-six quare miles of water area from the James River for all time will only handle dredging spoils for another thirty-five years, it would seen that a careful study of what is necessary to carry out environmentally acceptable ocean dumping should have a hight priority.

Please keep me posted on the progess of the study and decisions as they are made.

Thank you for considering this statement and the requests in it.

Sincerely yours,

Peter Eustis

ADDRESS BY WALTER S. GRIGGS TO US ARMY CORPS OF ENGINEERS
AT

PUBLIC SCOPING MEETING
ON
NORFOLK HARBOR AND CHANNELS, VIRGINIA
LONG-TERM DISPOSAL

AUGUST 6, 1987 AT CHURCHLAND JUNIOR
HIGH SCHOOL, PORTSMOUTH, VA.

Gentlemen,

I am a resident of River Shores on the waterfront. I have for the past 31 years kept abreast of the dredge disposal planning of the Corps of Engineers and fully appreciate the complexity of the problem at hand to dispose of the inner harbor material. It is the least useful of the bottom materials to be dredged for the 55 foot channel to the ocean.

No doubt you have expended millions of dollars on studies of this same problem that existed in the early 1950's. It still exists and will remain unsolved a hundred years from now unless sights are directed to a longer range solution to a problem that otherwise we all know will be a continuous one that will still exist hundreds of years from now.

We are here today because of a basic decision in the mid-40's to create the present disposal area now nearing the full mark. If any site in Hampton Roads is chosen as a new or extended disposal area it will provide only another short solution to a problem - not a resolution at all. I urge you not to be tempted to even consider such a short sighted approval to this important task.

After a series of Public Hearings on the subject through the 1950's, 60's and 70's and the expenditure of many millions of dollars on repeated studies and model test at Vicksburg, I am amazed that we are on the surface at the very beginning of the task again - unless you are witholding your true status, which I feel you are.

On every occasion of public review your first recommendation has been Craney Island - its elevation or expansion. Your predecessor, Col. Ayers in an August 1974 address to us reported his plan was to go to a westward expansion. His remarks are recorded on page 64 of the public hearing record. What has happened in the meantime - has your position changed or not? It is so clouded that no one can tell if the hearing is

another sham. There is one fact that is true - the hearing is almost a reprint of others more than a dozen years ago. The same sites are reference, the same vague words are used - the same feeling prevails. Some sites were clearly eliminated years ago as a matter of record - Nansemond and Ragged Island were both emphatically declined and certainly will remain. Craney Island expansion is clearly to me your objective.

I wonder what happened to the study for long range solutions which you were to prepare when the decision to elevate Craney Island was made. That was to give over twelve years to allow a careful plan development rather than make a hurried decision.

No one can deny that ocean dumping is the best solution to a problem that refuses to go away. How to accomplish it seems to be an avoided issue. Hard tasks require hard work and I urge you to take on the effort. Let's stop rehashing the same old sites and using the well worn comments as to why things cannot be done. It takes industry and challenge - it takes fire in ones bones to get moving - let's see you start things happening - New York has dumped dredge at sea for over 30 years at a rate of 4 million yards per year. Why? - because it was the most feasible way to go - environmentally and financially it was approved, is acceptable and continues to be. You can do the same thing here if only you will shut down the negative small mind approach that has prevailed for so long in the Norfolk office.

Let's get an image going - let's see you come up with some imaginative leadership and turn a study into an accomplishment - all it takes to get EPA approval for ocean dumping is justification. They don't want to close the issue - they want to protect from poor actions that indescriminately ruin the environment. Let's for once be proud of the study efforts and have our following generations say we all did well with the messy problem as they see ocean dumping was finally accomplished while on the brink of possibly causing destruction of Hampton Roads on an incremental basis. What nicer legacy can the Corps leave.

As a last word - its easy to be complacent - to rework old studies, to avoid challenges, to wallow in small ideas and limited thinking. The Corps has fallen into this pattern in the past and has met with much

opposition by this group. With the passage of time we as citizens haven't relaxed our thoughts in the least - we are active, talented and successful business people in many career directions. When it comes to challenge you can be sure that we will be glad to bring the Corps to task and show you what industry and imaginative thinking can accomplish. I urge you to take the same approach in a positive manner with your study.

In closing I wish to be clear that I, and many others here that I am sure I speak for:

* urge some real effort be initiated until ocean dumping is approved even if it delays the 55' channel and it becomes your bottom line

* urge no further expansion of Craney Island

* remind you that we have no intention of being complacent.

Walter S. Griggs

Bernard A. Hanes
4742 River Shore Road
Portsmouth, Virginia 23703

August 6, 1987

Colonel J. M. Thomas, USA
District Engineer
Corps of Engineers
Norfolk, Virginia

ATTENTION: Plan Formulation Branch

Dear Colonel Thomas:

We, the undersigned strenously object to the extension of the Craney Island Land Fill westward as proposed by your division.

We have been residents of the River Shores Area for 31 years. Immediately after we purchased the property and started construction of our home, the landfill project began. We have suffered from the foul odors from this project which has limited outside activities, invited undesirable birds and wildlife to the community and generally interrupted what could have been a beautiful neighborhood. We have been plagued by the anticipation of further action by the Corps of Engineers which would greatly decrease the property values and destroy a peaceful community.

The two blocks of River Shores now has about 63 homes and an average of the property values could exceed 10 Million Dollars, a tax base that the City of Portsmouth needs in its limited land area. We feel that we have suffered from the presence of the Army Engineers in our midst, and we do not feel that we, as citizens, or the City of Portsmouth should suffer further anxieties by the possible reduction of property values that could amount to more than fifty per cent of the assessed valuation.

The natural shore line of this most historic waterfront should not be rearranged further by man. The most famous event in the history of our country took place just off the shores of this area when the two famous ironclads, the CSS VIRGINIA and the USS MONITOR engaged in the famous battle of Hampton Roads, and thus changed the course of Naval history for this country, making wooden warships obsolete.

Surely the ingenious engineers on your staff can devise a better system for disposing of dredged material than by destroying the natural beauty and shorelines of our great Virginia shores. Virginia is the greatest state in the nation, and has played the leading role in the development of our great nation. The historic coastline of this area should not be further destroyed by man by using it for a "DUMP" for waste material.

This year we are celebrating our independence and the adoption of our constitution. Please reconsider your proposal and find other means of disposing of your waste material. Our constitution promises all "equal rights" and what you are doing to this area is certainly destroying our rights, not only of the citizens, their property values, but the land value of the land within the confined limits of the City of Portsmouth.

The City and citizens of Portsmouth have paid their "dues" in living with your current Craney Island landfill. Give us our equal rights, as promised by our forefathers and share your "dredgings" with other communities. Leave our historic shoreline in what is left of its natural state. We sincerely hope that we may count on the integrity of the Corps of Engineers to free us from the worry of further expansion of the Craney Island landfill.

Sincerely yours,

Bernard A. Hanes

Alice C. Hanes

Bernard A. Hanes
Exhibit 85

REMARKS BY

MAYOR JAMES W. HOLLEY, III

CRANEY ISLAND PUBLIC SCOPING MEETING

CHURCHLAND JUNIOR HIGH SCHOOL

AUGUST 6, 1987

7:30 P.M.

MR. CHAIRMAN

I AM HERE TO MAKE A BRIEF STATEMENT TONIGHT ON BEHALF OF THE PORTSMOUTH CITY COUNCIL. THE COUNCIL'S POSITION IS THAT IT STRONGLY OPPOSES ANY FURTHER EXPANSION OF CRANEY ISLAND, PARTICULARLY TO THE WEST. THE CITY BELIEVES THAT IT IS UNACCEPTABLE TO EXTEND THE DISPOSAL AREA IN FRONT OF DOZENS OF WATERFRONT HOMES WHOSE PROPERTY VALUES ARE BASED UPON THEIR PROXIMITY TO AND VIEW OF THE WATER. EXPANSION OF CRANEY ISLAND WOULD CREATE SIGNIFICANT ECONOMIC AND ENVIRONMENTAL COSTS FOR THE CITY OF PORTSMOUTH AND ITS CITIZENS; THOSE COSTS HAVE NEVER BEEN IDENTIFIED.

ON JULY 28, THE CITY COUNCIL ADOPTED A RESOLUTION OPPOSING ANY FURTHER EXTENSION OF CRANEY ISLAND. I HAVE BROUGHT A COPY OF THE RESOLUTION TO PRESENT TO YOU.

READ RESOLUTION

THANK YOU FOR THE OPPORTUNITY TO SPEAK TO YOU THIS EVENING.

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE EXPANSION OR PROLONGATION OF THE USE OF CRANEY ISLAND AS A DISPOSAL AREA.

WHEREAS, the Army Corps of Engineers has served notice that in cooperation with the Virginia Port Authority, it will conduct a study to develop an environmentally and politically acceptable, technically feasible, and economical long term plan for the disposal of dredged materials from the Inner-Harbor area of Hampton Roads; and

WHEREAS, alternative plans which are under consideration include the expansion of Craney Island as a disposal area; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality of the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed by resolution its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia that it steadfastly reiterates its opposition to the expansion or unnecessary prolongation of the use of Craney Island as a disposal area and expresses its intention to enunciate its position at such time and in such forums as appropriate.

BE IT FURTHER RESOLVED that the City Manager and City Attorney are directed to monitor the study with full authority to take whatever steps are necessary to express the Council's position at such time and in such forums as they deem appropriate and that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the appropriate authorities.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held July 28, 1987.

Teste:

City Clerk

4601 Rivershore Rd.
Portsmouth, Va. 23703
August 6, 1987

U.S. Army Corps of Engineers.

Dear Sirs:-

I reside next to the Corps of Engineers and do oppose the Westward move of Craney Island, I also object to the terrible odor from the drainage.

We have just invested over a thousand dollars in landscapping our back yard.

Yours Truly
Mrs Mary F. James

Exhibit 87

4623 River Shore Rd.
Portsmouth, VA 23703
Aug. 6, 1987

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front St.
Norfolk, VA 23510

Gentlemen:

I herewith attach a copy of a letter written by me on April 18, 1977 - ten years ago! It seems that the Army Corps of Engineers is deliberate in the "Westward Expansion" program regardless of all efforts against it.

I now have had ten more years (since this letter was written) to observe the operations of the Corps from my waterfront home at 4623 River Shore Road.

None of the problems that existed then have improved. Fact is, they are very much worse. I will try to just touch on a few of these at this time:

One, after a dry spell the surface soil of this area is picked up by the winds and visibly rises upwards depositing itself milesinland (this even includes the City of Norfolk - not to speak of Portsmouth!). It is a man-made dust bowl and an environmental hazard.

Two, after even a small storm the rock and concrete facing of the fill has to be constantly repaired. The very nature of this construction (solids such as rock or concrete) causes it to settle due to the underlaying unstable nature of material on the bottom which oozes away causing the constant repairs. This kind of operation will have to continue for many years (now, already more than thirty) at untold expense to the government and taxpayers. I might add that this expense, even if it could be estimated (and I am sure the Army Corps cannot) would have to be charged on the basis of upkeep throughout an undetermined number of years. This is a nice "plum" for the Army Corps maintenance crews. Adding this cost to the construction of levees, etc., seems an inconceivable solution to the problem we have here. Disposal of these very toxic and environmentally objectionable wastes would be put into the very center of our Hampton Roads population (which we are trying so hard to promote).

Again, may I emphasize that the only permanent solution is DISPOSAL AT SEA. If New York, Boston and other cities on the eastern seaboard are already using this method, why can't we? At least, it could be calculated as to cost - not an unestimated fly-by-night answer just to arrive at what apparently seems to be the easiest solution!

If this westward expansion is the best that the Army Corps can come up with the all I can say is that I hope their future office location gets located in the center of the landfill so I can see how they cope with the problems they are planning for us.

I might add, in closing, that I don't believe our budget-minded Congress

would like to approve a bill that has an undetermined amount of expenditure attached to it. I say the Westward Expansion carries with it an undetermined expenditure.

If these toxic wastes are so unsuitable for life at sea then why should the animal-life here not suffer? We not only breathe the fumes from this waste, but it will eventually pollute the soil and drinking water. Mt. Trashmore is an example of this - but not with wastes considered as dangerous.

We have lived here twenty-seven years and now find that the value of our property went down more than 50% overnight. We couldn't sell our property now (and one never knows when this might be necessary) without losing half of what the city considers is our appraised value. It is, therefore, imperative that the Army Corps let the residents of River Shore know as early as possible their decision in this matter.

Yours truly,

Tyree W. Kessler

Tyree W. Kessler

Mabel H. Kessler

Mabel H. Kessler

Encl. Copy Letter

COPY COPY COPY

4623 River Shore Road
Portsmouth, VA 23703
April 18, 1977

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510

Gentlemen:

The problem assigned to the Corps of Engineers regarding disposal of dredged spoils from Hampton Roads is a complex one. Being a resident of River Shore for seventeen years has given me a very close association with this problem. Therefore, opinions and observations I have concluded have had considerable time for thought.

As a reminder, may I quote a few excerpts from the Corps of Engineers Summary of Studies of April 28, 1972:

1. Page B-3 paragraph b. (Westward Expansion) "useful life 30 years."
"Cost: $1.30 cubic yard"

2. Page B-5 paragraph i. (Nansemond County) "useful life 40 to 45 years."
"Cost: $1.30 cubic yard"

From the above it may be concluded that a permanent solution to the problem cannot be resolved even if both projects were utilized. A total of only, at the most, 75 years.

The only permanent solution is disposal at sea. This would relieve all problems such as environmental sacrifices - loss of timber, destruction of wildlife habitat, odor, unsightliness, disturbance of existing residential and land use patterns, distruction of valuable marine life. As another reference, from this same Corps of Engineers summare Page B-9, paragraph b "A westward extension of the existing Craney Island would either displace or destroy about 2,000 acres of benthic fauna and flora."

In summation, what is needed is a permanent solution - DISPOSAL AT SEA. (New York, Boston, and other east coast cities are presently using this method I understand.)

I might suggest that a study be made of the feasibility of disposal in the ocean off Virginia Beach which is being faced with an erosion problem. The currents could be studied with the idea of disposal at a distance off shore enabling the waste material to mis with the sand and perhaps make a suitable replacement. This study might then solve two problems instead of one.

Yours very truly,

T. W. Kessler

Dr. Paul J. Kovalcik
4762 River Shore Road
Portsmouth, Virginia 23703

Aug. 6, 1987

Army Corps of Engineers:

I am writing to express my opposition to the westward expansion of Craney Island. This move would greatly reduce the property value of homes like mine on Rivershore Rd. and would spoil one of the most attractive neighborhoods in Portsmouth.

Some alternative site (preferably off-shore ocean sites) must be found.

sincerely,

Paul J. Kovalcik

Exhibit 89

August 6, 1987

Gentlemen:

I am writing this letter to advise you of my opposition to the proposed expansion of the existing Craney Island landfill. My opposition is based upon: a) decrease of property values
b) impact on quality of life
c) impact of environment

The aforementioned concerns are for not only my personal + family concern, but also for concern of the neighborhood, community + city as each will suffer proportionally.

As I am confident your honest evaluation must conclude, the expansion of the Craney Island landfill will not satisfy your self-imposed criterion of disposal without "political" impact.

Sincerely,
E. R. Rash
4647 River Shore Rd.
Portsmouth, Va 23703

Exhibit 90

COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES

RICHMOND

WILLIAM S. MOORE, JR.
P. O. BOX 1513
PORTSMOUTH, VIRGINIA 23705

SEVENTY-NINTH DISTRICT

COMMITTEE ASSIGNMENTS:
GENERAL LAWS
ROADS AND INTERNAL NAVIGATION
COUNTIES, CITIES AND TOWNS

August 6, 1987

Department of the Army
Norfolk District, Corps of Engineers
803 Front Street
Norfolk, VA 23510-1096

Attention: Plan Formulation Branch

Dear Sir:

I am writing this letter because due to a previous commitment out of town, I am unable to appear August 6, 1987 at your public hearing concerning the disposal of dredged materials in the Port of Hampton Roads and more expressly, the alternate plan concerning Craney Island.

I have been contacted by a number of citizens, citizen groups and city officials and urged to express my opinion at your hearing so that it may be made a part of your offical permanent record.

Therefore, the purpose of this letter is to inform you that I am opposed to the expansion and prolongnation of the use of Craney Island as a disposal site. The reasons for any opposition are numerous, many of which you will hear and have expressed tonight of which I concur and join in.

I ask that in the future your office please keep me fully informed of further activities in this area. I hope this will be of some assistance to you and if I can be of any service to you in this regards, please do not hesitate to contact me.

Sincerely yours,

William S. Moore, Jr.

WSMjr/cld

Exhibit 91

Ocean View Coordinating Committee

POST OFFICE BOX 8011 -- NORFOLK, VIRGINIA 23503

ARMED SERVICES YMCA OCEAN VIEW

BAY HAVEN GARDEN CLUB

BAYVIEW CIVIC LEAGUE

BAYVIEW GARDEN CLUB

CAPEVIEW GARDEN CLUB

CHESAPEAKE BAY ART ASSOCIATION

C&P TELEPHONE CO. COMMUNITY REL. TEAM

CHRISTIAN REFORMED CHURCH OF OCEAN V.EW

COMMANDER NAVAL BASE

COTTAGE LINE CIVIC LEAGUE

DEVON MANOR GARDEN CLUB

DOGWOOD GARDEN CLUB

EAST OCEAN VIEW GARDEN CLUB

EAST OCEAN VIEW LITTLE CREEK IMPROVEMENT ASSOC.

EAST OCEAN VIEW PRESBYTERIAN CHURCH

EPISCOPAL CHURCH OF THE ADVENT

FAMILY SERVICES OF TIDEWATER, INC.

FIRST CHURCH OF GOD ANDERSON

FIRST VIRGINIA BANK OF TIDEWATER

FLEET RESERVE ASSOCIATION #60

HAMPTON GARDENS GARDEN CLUB

HOLY TRINITY CATHOLIC CHURCH

HYDE PARK GARDEN CLUB

KNIGHTS OF COLUMBUS COUNCIL #3548

LADIES AUXILIARY POST #3160 VFW

LENOX GARDEN CLUB

LITTLE CREEK MULTI-SERVICE CENTER

MILES MEMORIAL UNITED METHODIST CHURCH

NORFOLK CHAMBER OF COMMERCE

NORFOLK CLEAN COMMUNITY COMMITTEE

NORFOLK HOTEL AND MOTEL ASSOCIATION

NORFOLK TAXPAYERS ASSN., INC.

NORTHSIDE CIVIC LEAGUE

OCEAN VIEW BAPTIST CHURCH

OCEAN VIEW CIVIC CHORALE

OCEAN VIEW GARDEN CLUB

OCEAN VIEW GOLF ASSOC.

OCEAN VIEW LIONS CLUB

OCEAN VIEW SENIORS GOLF CLUB

OCEAN VIEW BEACH KIWANIS CLUB

OCEAN VIEW DEMOCRATIC AND SOCIAL CLUB

OCEAN VIEW EAST BAPTIST CHURCH

PAMLICO GARDEN CLUB

PINEWELL CIVIC LEAGUE

PINEWELL GARDEN CLUB

SAINT JOHN LUTHERAN CHURCH

SIXTY-PLUS SENIOR CITIZENS CLUB

TIDEWATER ANGLERS CLUB

TIDEWATER BOARD OF REALTORS

TIDEWATER SENIORS

UNITED METHODIST WOMEN-CHRIST UNITED METHODIST CHURCH

VETERANS OF FOREIGN WARS POST #3160

WILLOUGHBY CIVIC LEAGUE

WILLOUGHBY NAVY COMMUNITY ASSOC.

WOMAN'S CLUB OF NORFOLK

August 6, 1987

J.J. Thomas, Colonel, U.S.A.
District Engineer
Norfolk District
Corps of Engineers
Norfolk, Virginia 23510-1096

Dear Sir:

The Ocean View Community has been subjected to abuse on land as well as in Willoughby and Chesapeake Bays much too long. The proposal even to consider Willoughby Bay as a disposal site is appalling. Furthermore, to dump anything but compatible sand along the Ocean View beach front is intolerable.

Surely cost of disposing of sludge, mud and all descriptions of undesirable muck dredged from the Elizabeth River and Hampton Roads is an important issue. However, disposing of it in Willoughby Bay or along the Chesapeake Bay beach is comparable to cleaning your own premises and disposing of the refuse on your neighbors' property.

During World War II Willoughby Bay was the disposal area for the dredging of Pier 12. A beautiful stretch of beach was eliminated. More recently, the U.S. Navy has added thousands of cubic yards of dredged material from the Pier 11 site. What should be valuable waterfront residential and recreational property is now in limbo.

Please, please, do not create additional problems in an effort to solve projected ones. Your concerns are real and deserve decision making at the state and national levels. Again, do not create additional problems in an effort to solve projected ones.

Sincerely,

Ernest A. Morgan
Chairman, Public Works
Subcommittee

Exhibit 92

August 6, 1987

Army Corps of Engineers
Norfolk District
Colley and Front Street
Norfolk, VA

Dear Sir:

The purpose of this letter is to express my very strong opposition to the westward expansion of the Craney Island disposal area.

I live in Suffolk at the mouth of Hoffler Creek. My family has owned this property for 37 years.

My opposition is based on the following three points:

(a) Erosion was not a problem in my area until the present disposal area was started. Since then, erosion has done considerable damage and seems to be accelerating. I am concerned that extension of the disposal area will greatly accelerate erosion, perhaps to the point that corrective action is beyond my financial means and I could lose the property. I also know that erosion effects can not be exactly predicted with respect to the extension.

(b) I know the expansion will have serious adverse effects on marine life in Hampton Roads and in Hoffler Creek, both of which are rich in crabs, fish, oysters and waterfowl.

(c) The expansion will ruin my beautiful panoramic view of Hampton Roads and will significantly devalue my property, perhaps even blocking my access by boat to Hampton Roads.

For the reasons given above I strongly urge you to seek an alternate disposal site.

Sincerely,

J. J. PHARES
5044 Bay Circle
Suffolk, VA 23435

PORTSMOUTH PLANNING COMMISSION

RESOLUTION ON CRANEY ISLAND

Where as, The Portsmouth Planning Commission's charge is to assure the orderly development of the City's land use through a comprehensive planning approach and inititive and,

Where as, the dumping of dredged materials in an expanded Craney Island would adversely affect the value of property and the quality of life in the Rivershore Road area and,

Where as, the Planning Commission supports ocean dumping of dredged materials that are not requested by local jurisdictions and,

Where as, the Commission endorses City Council's adopted resolution of July 28, 1987, expressing its opposition to the Corps of Engineer's plans to elevate and/or expand Craney Island disposal area and,

NOW LET IT BE RESOLVED, that, the Planning Commission requests that the Corps of Engineers develop an environmental impact statement for the Craney Island disposal area to include the defintion of existing soil types and chemical spoil types as well as, the feasibility of development potential of Craney Island at its present status and,

NOW LET IT FURTHER BE RESOLVED, that, the Portsmouth Planning Commission requests that background studies be made by the Fish and Wildlife Service, Environmental Protection Agency, Old Dominion University and the Virginia Institute of Marine Science.

Respectfully Submitted,

J. Douglas Powell, Chairman
Portsmouth Planning Commission

Exhibit 94

4730 Rivershore Road
Portsmouth, VA 23703
August 6, 1987

District Engineer, Norfolk District
U.S. Army Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Sir:

The proposed so-called "westward expansion of Craney Island," which would effectively eliminate the waterfront on Rivershore Road, is subject to constitutional challenge and challenge under the federal environmental statutes.

It has been quantitatively established that disposing of dredged spoil along the waterfront would erode property values by 25% - 50%. This deprivation of property's value violates the takings clause of the Fifth Amendment.

Even if the Commonwealth of Virginia were to condemn the property adjacent to the river, property owners across Rivershore Road would be deprived - without just compensation - of property value, due to the loss of waterfront.

Apart from constitutional prohibitions, the health and environmental aspects of this proposition are enormous, and I am confident that consideration will be given to the degree of chemical contamination of dredged spoil from the Elizabeth River.

If the degree of contamination found in this spoil renders it unsuitable for ocean dumping, I do not foresee that disposing of it in the backyard of a residential neighborhood would withstand administrative or judicial scrutiny.

Finally, the historic and aesthetic value, as well as the existing waterfowl nesting habitat, of a beautiful and valuable piece of waterfront would be ruined by this project. I oppose it and will continue to do so.

Very truly yours,

James H. Rea

James H. Rea

Exhibit 95

4734 Riverchase Rd
Portsmouth, Va. 23703
August 6, 1977

Colonel J. J. Thomas, U.S Army
District Engineer, Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas,

I have lived in Portsmouth, Va for several years and this letter is to inform you that I am opposed to the proposed Westward expansion of the Craney Island Disposal area.

There are many reasons why this proposal should not be allowed. One of great importance is the health of Citizens in this area. No matter what the cost. Ocean dumping should be siriously considered.

Sincerely,
Marie Rhodes

Statement of Position on Craney Island

Portsmouth Partnership

August 6, 1987

My name is John Stone. I am a Senior Vice President at Maryview Hospital in Portsmouth. I am also a member of the Board of Directors of the Portsmouth Partnership and am speaking tonight on behalf of the Partnership, a coalition of 240 individual, corporate and municipal investors, working together to promote economic development and foster community pride in Portsmouth.

The Portsmouth Partnership, by unanimous vote of its board of directors, wishes to state its opposition to any plans to expand or prolong the use of Craney Island as a disposal area.

We feel that Craney Island is vital to the economic well-being of the City of Portsmouth and its citizens. It represents 2,500 acres of property that could be developed as a deep water marine terminal, a light industrial or commercial site or a foreign trade area. Its proximity to the western freeway makes it highly accessible to the entire region, therefore making Craney Island currently Portsmouth's most attractive industrial site.

We would ask you to consider the following:

* More than 60% of Portsmouth's 29-square mile area is tax-exempt, largely because of ownership by the state or federal government.

* If the Craney Island Disposal Area were considered part of Portsmouth's land area, City acreage would increase by 13%.

* Expanding the existing disposal site at Craney Island would mean that the site would not be usable for anything else for another 30-40 years

* Expanding the disposal site would produce a negative economic impact on Portsmouth, Hampton Roads, and the State of Virginia due to the loss of potential jobs and taxes.

* Environmental and public health concerns, as well as the negative impact on the surrounding River Shore neighborhood, should be taken into full consideration. The people living in this area are productive citizens who have worked hard for many years in order to be able to live where they do.

* The City of Portsmouth should not bear the whole burden of a project which will benefit all of Hampton Roads.

Let me urge you to thoroughly consider all information which might affect your decision. Portsmouth cannot afford to wait another 30-40 years to utilize this increasingly valuable property. The Portsmouth Partnership urges the U. S. Army Corps of Engineers to thoroughly study all possible alternatives for the disposal of dredged materials in the Hampton Roads-Chesapeake Bay area.

To: The Army Corps of Engineers Review Board
Re: The Craney Island Disposal Area
Date: August 6, 1987

I write to express my opposition to westward expansion of the Craney Island Disposal Area.

While I understand the need to deepen the Hampton Roads harbor and dispose of the dredged material, I cannot understand how you could even consider dumping that material along the populated banks of River Shore Road--or any populated area.

The Virginian-Pilot/Ledger Star recently reported that Hampton Roads is one of the largest metropolitan areas in the United States. All of the city governments in Hampton Roads and the people who elected them have worked and continue to work very hard to maintain and to improve the quality of life here. Now you, representatives of the federal government, threaten to jeopardize that effort.

While dumping the dredged waste at an enlarged Craney Island may be the easiest solution from an engineering point of view and may appear an efficient solution from a bureaucratic point of view, the actual cost of that solution to those of us most directly affected would be intolerably high.

I urge you to reconsider your alternatives and to find a way to dispose of the dredged waste outside the mainstream of Hampton Roads.

Sincerely,

Miranda B. Strutton

Miranda B. Strutton
4704 River Shore Road
Portsmouth, Virginia

To: The Army Corps of Engineers Review Board
Re: The Craney Island Disposal Area
Date: August 6, 1987

I wish to go on record as being opposed to any expansion of the Craney Island Disposal Area.

The need to deepen the inner harbor of Hampton Roads is real, as is the need to dispose of the resulting waste material. What seems unreal is your intention to dump that waste in the river bordering River Shore Road and Respass Beach.

Why would representatives of the federal government intentionally pollute a river already damaged by toxic wastes? Why would an agency of the federal government intentionally deflate land values and endanger the health and well-being of citizens who have contributed their talents and taxes to their communities and their country? Why would an arm of the federal government resort to a shortsighted policy destined to impede long-range improvements?

Please reconsider any alternative to waste disposal in populated metropolitan areas, especially the westward expansion of the Craney Island site.

Sincerely,

W. R. Strutton, Jr.

W. R. Strutton, Jr.
4704 River Shore Road
Portsmouth, Virginia

To: Army Corps of Engineers
Subject: Westward extension of Craney Island
Date: August 6, 1987

The westward expansion of Craney Island would largely destroy vast marshlands from River Shores to Tidewater Community College to a shoreline of at least two miles in length. A total destruction of the environment and the ecology in the affected area would be an accurate description, aside from obliterating some of the best crab, spot and croaker fishing areas in the entire Hampton Roads. This marshland is not only breeding grounds for the fish, many of which were not listed in the past studies of the '70's, but also the habitat of many species of aquatic birds and of many mammals.

In addressing the matter of odor. The odors that have been in past years experienced by residents near Craney Island would be magnified by this proposal, the westward extension, at least tenfold, both in intensity and in frequency. For one thing, the closest distance to habitation is at least ten times larger with Craney Island as it is now than would be between the new disposal area and either River Shores or Respass Beach.

For another, the malodorous emissions of Craney Island were perceptible only during a specific relatively rare wind direction, whereas with the prevailing winds River Shores and Respass Beach would be bombarded with the chemical emissions of the sludge, a minimum of 80 percent of the time.

It also should be noted that while only a few persons would be affected by the full intensity of the Craney Island odors, many hundreds would be almost constantly surrounded with the undiluted emanations of the new disposal area. It is safe to say that the overall pollution impact of the westward extension would be at least a thousand times larger than that of Craney Island as it is.

One further clarification is needed with respect to these odors. The past studies during the '70's lightly termed these as if they constituted only nuisance without physiological damage potential. Despite this, the fact is now as well as during the '70's and probably more so now, that these emissions constitute a definite health hazard. The three most important classes of sludge pollutants consist of legally or illegally disposed waste of chemical plants, compounds of petro-chemical origin from the fuel and bilge systems of ships and of products of the decomposition of many organic materials suspended in the water.

Many of the gases emitted by either class are poisonous to varying extents and at least some of them are known to be carcinogen or cancer-producing agents. Furthermore, a number of physicians who were consulted in the past stated that medical knowledge about the long-term health hazards of many of these pollutants is insufficient, and at least one expressed the opinion that the long-term subjection of people to this type of chemical environment without previous long-duration medical research would constitute nothing less than outright negligence. This impact on people cannot in any way be ignored.

Therefore, for these reasons and many others I am opposed to the westward expansion of Craney Island and any further disposal of dredge materials at Craney Island. I feel the most feasible solution is Ocean disposal considering cost, useful life, safety and environmental impact, and the least disruptive to the residents of Hampton Roads.

Respectfully Submitted

E. Thomas Swindell

E. Thomas Swindell
Resident of Respass Beach, Suffolk
5064 Bay Circle
Suffolk, VA 23435

To: Army Corps of Engineers
Subject: Westward extension of Craney Island
Date: August 6, 1987

We find the westward extension of Craney Island so objectionable that we do not consider this as a workable solution at all.

The westward extension would disturb the existing residential and land use patterns. A forced mass exodus of most residents of River Shores and Respass Beach within a year or two, with grave financial losses would be inevitable. Those persons who are so eager to have the dredge disposal site located in the back or front yards of existing residential areas should be required to live there for several years after dredge disposal is started. Property values would collapse on both River Shores and Respass Beach. People, some of whom have invested their life savings there, would stand to lose much of their investment when unendurable conditions forced them to sell and move out. Several of the property owners in Respass Beach are the third and fourth generation to those who originally built there in the late forties and fifties, and the thoughts of possibly having to leave the quote "old home place" is very dis-hearting. The real estate tax yield would drastically decrease with the collapse of property values and the public services rendered to these areas would have to be curtailed. All in all, both areas would be well on there way of becoming slums within a few short years.

Not to be ignored is also the fact that the area destroyed by this alternative includes the most desirable waterfront property in both Portsmouth and Suffolk. Usable waterfront property is steadily shrinking in all Tidewater. This proposal would destroy many areas with the best view and the highest recreational value.

The provision of an access channel to open water would strickly be a token value and be totally unacceptable as a replacement for all the natural beauties and conveniences that the property owners and cities would lose.

Objections to the westward extension were raised by a number of agencies in the '70's and these objections still exist and in all probability have lengthened. Both the Water Control Board and the Marine Resources Commission opposed the use of subaqueous beds in Tidewater as a disposal area because such usage would cause: (1) Increased water pollution; to include possible well water pollution; (2) Destruction of the wetlands in the area; and

(3) Would be detrimental to the water and the marine life it maintains. The Commission of Outdoor Recreation suggested that the extension would destroy the potential for water-based residential developments, parks and marinas along the shore and on Streeter and Hoffler Creeks. Such use would further reduce the expanse of Hampton Roads for which Virginia is world famous and which is encroached upon by the present Craney Island site. Further, the destruction of any benthic animals and plants in the area are possible as a result of extending Craney Island westward.

In addition, the water current and circulation patterns of the lower James River — Hampton Roads Area would be affected by a westward extension of Craney Island. Although it might offer protection from storms to some of the shore lines, adverse drift currents would further erode the nearby beaches and possibly effect the bridge pilings along with effects on the tidal system. Residents of Respass Beach are presently in the process of constructing a riprap revetment to help protect our property now at a cost ranging from $152 to $237 per linear foot and the cost will definitely escalate dramatically in years to come. This structure will be built to specifications based upon present current and circulation patterns.

Everytime you fill in a body of water you encroach upon the sea and the marine life. You do harm to the marine biology and you do harm to the tide and the other things which are so necessary to the tidal prism. Also, every fill you have diverts the natural orbit of the tidal prism. If the proposed expansion would leave some area of water between the existing water bank and the levees, we feel, that this would become a stagnated place that would attract and hold floating material within the harbor and become more of a nuisance than a benefit to anyone whatsoever. The tidal area involved would not keep this ditch flushed out. This diversion of natural tidal prism would effect approximately 2,400 acres of estuary.

This proposal cannot be guided primarily by cost consideration and by expected life, and any odor, environmental and ecological effects cannot be relegated to second-order importance. The impact on people cannot in any way be ignored.

Respectfully Submitted

Pat Swindell

Pat Swindell
Resident of Respass Beach, Suffolk
Speaking as Acting Chairperson for the Holly Acres/Respass Beach Civic League

The U. S. Army Corp of Engineers
Norfolk, Virginia

Subject: Proposed Extension of the Craney Island Land Fill

We the residents of the Holly Acres - Respass Beach community, in the northern section of the City of Suffolk, herewith wish to express our strong, unified, opposition to the Proposed Extension of the Craney Island Land Fill.

Our boundaries are as follows: On the East Hoffler Creek, on the West Streeter Creek, on the South, a recently planned residential development by Goodman, Segar and Hogan, on the North Hampton Roads directly bordering on Respass Beach.

To avoid a repetitious listing of all the detriments that the Extension would be upon our community; we respectfully request that this complete petition be filed with the written statements being presented by the spokes-persons representing our Community and Civic League.

Presented August 6, 1987

Name (Print)	Signature	Address
1. Harry Thompson	Harry Thompson	6952 Respass Beach Road
2. LINDA THOMPSON	Linda Thompson	6952 Respass Beach Rd
3. Marlene S. Thompson	Marlene S. Thompson	5088 Bay Circle
4. THOMAS E THOMPSON	Thomas E Thompson	5088 Bay Circle
5. Pearl E Pritchett	Pearl E Pritchett	5028 Bay Circle
6. ELGIE T. FURMAN	Elgie T Furman	5040 Bay Circle
7. LEITHA P BERRY	Leitha P. Berry	5045 Bay Circle
8. WILLIAM J BERRY II	William J. Berry SR.	5045 Bay Cir.
9. Bobby G. Ayscue	Bobby G. Ayscue	5005 Bay Cir
10. Timothy R. Houde	Timothy R. Houde	5031 Bay Cir
11. SHARRON C HILL	Sharron C Hill	4928 Mize Lane
12. James R Hill JR	James R Hill Jr	4928 Mize Lane
13. Andrew P Johnson	Andrew P Johnson	5056 Bay Cir
14. Robin Mc Vicker	Robin K. McVicker	5017 Bay Circle
15. Robert Mc Vicker	Robert McVicker	5017 Bay Circle

The U. S. Army Corp of Engineers
Norfolk, Virginia

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Name (Print)	Signature	Address
1. Eva J James Hill	Eva J James Hill	4924 Nansemond Suff. Va
2. Gail G Ayers	Gail G Ayers	5101 Hoffler St Suff. VA.
3. Johnnie L Miller	Johnnie L Miller	6913 Respass Beach Rd
4. Eleanor K. Kellum	Eleanor K. Kellum	6908 Respass Beach Rd
5. LEWIS H HATFIELD JR.	Lewis H Hatfield Jr	5116 Hoffler Street
6. Judith E. Moore	Judith E. Moore	5084 Bay Circle, Suffolk Va
7. W.E. Moore		5084 Bay Circle 23435
8. Leanna G. Collier	Leanna G. Collier	5068 Bay Circle 23435
9. Clarice C. Johnson	Clarice C. Johnson	5056 Bay Circle 23435
10. E Thomas Swindell	E Thomas Swindell	5064 Bay Circle, Suffolk Va. 23435
11. Patricia J. Swindell	Patricia J. Swindell	5064 Bay Circle, Suffolk VA 2343
12. James Lowell Johnson		5056 Bay Circle, Suffolk, VA 234
13. Karen L. Johnson	Karen L Johnson	5056 BAY CR, SUFFOLK VA 2
14.		
15.		

111 - Box X

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Norfolk, Virginia

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	Name (Print)	Signature	Address
1.	J.J. PHARES JR	J.J. Phares	5044 BAY CIRCLE
2.	S.F. PHARES	Sinda J Phares	5044 Bay CIRCLE
3.	[illegible] BUCKNER	[illegible]	5313 James Ave
4.	[illegible]	[illegible]	[illegible]
5.	[illegible]	[illegible]	[illegible]
6.	[illegible]	[illegible]	[illegible]
7.	[illegible]	[illegible]	[illegible]
8.	CARRINGTON R. HERSLEY	Carrington R. Hersley	
9.	CAROLE H. HERSLEY	Carole H. Hersley	
10.	INEZ JONES	Inez Jones	5073 BAY CIR
11.	[illegible]	[illegible]	5052 Bay Cir.
12.	[illegible]	[illegible]	5057 Bay Circle
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Norfolk, Virginia

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Presented August 6, 1987

	Name (Print)	Signature	Address
1.	Robert Sherman	Robert F. Sherman	4916 Marine Dr.
2.	ARNOLD SMITH	Arnold A Smith	4963 Mize Lane
3.	[illegible]	6944 RESPASS BEACH RD	Herbert F Ayers
4.	Deanna S Ayers	Deanna S. Ayers	6904 Respass Beach Rd.
5.	MARY C AYERS	Gary L Ayers	6904 Respass Beach Rd.
6.	Juanita Gray	Juanita Gray	5000 Dorothy Lane
7.	Brenda Alexander	B. J. Alexander	5009 Bay Circle
8.	[illegible]		5000 Dorothy Lane
9.	A E Saunders		6921 Respass Beach Rd - Suffolk
10.	Ida B. Saunders		6921 Respass Beach Rd Suffolk
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Norfolk, Virginia

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	Name (Print)	Signature	Address
1.	FLOYD E. WHITEHURST	Floyd E. Whitehurst	5208 ELLEN ST, SUFFOLK
2.	MICHAEL A. HOUDE	Michael A. Houde	5205 ELLEN ST., SUFFOLK, VA.
3.	Michael A Chafardon	Michael A. Chafardon	5029 Bay Cir Ft. VA
4.	Junko Y. Tucker	Junko Y. Tucker	5012 BAYCIRCLE SUFFOLK
5.	Sandra K Heffler	Sandra K Heffler	5016 Bay Circle
6.	Darla Gallinger	Darla Gallinger	5031 Bay Cir Suffolk
7.	Pamela W. Jones	Pamela W. Jones	1848 Respass Beach Rd. Suffolk Va
8.	Edward E. Hall	Edward E. Hall	5011 Ellen St Suffolk Va.
9.	Rosa W. Cooke	Rosa W. Cooke	5041 Bay Cir. Suffolk Va.
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Norfolk, Virginia

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Presented August 6, 1987

Name (Print)	Signature	Address
1. Margaret Groh	Margaret Groh	5117 Hoffler St
2. William GROH	William Groh	5117 Hoffler St Suffolk
3. ERSLE M WALKER	Ersle M Walker	5072 Bay Circle, Suffolk
4. Donna Kul Ayock	Donna Ayock	5013 Bay Circle, Suffolk
5. Johnny Ayock	Johnny Ayock	5013 Bay Circle Suffolk
6. J. M. JONES	James M. Jones	6848 RESPASS BEACH RD Suffolk
7. BK Lafontaine		
8. Brian K Lafontaine	BK Lafontaine	5100 Hoffler St
9. Grant Summerell	Grant Summerell	5117 Hoffler Circle Suffolk VA 23435
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Norfolk, Virginia

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Name (Print)	Signature	Address
1. Virginia Thompson		5076 Bay Circle - Suffolk
2. David Thompson		5076 Bay Circle Suffolk.
3. G.W. CRAFT	H W Craft	5041 Bay Cir. Suffolk, Va.
4. Richard & Shirley Smith		6948 Respass Beach Rd Suffolk
5. Vicky Carmen		6985 Respass Beach Rd.
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Presented August 6, 1987

Name (Print)	Signature	Address
1.	Ersle M. Walker	5022 Bay Circle
2.	Barbara H. Walker	5022 Bay Circle
3.	Cindy Hooker	Cindy Hooker 6981 Respass Beach Rd
4.	Martin Hooker	Martin D Hooker 6981 Respass Beach Rd.
5.	CARL VICK	Carl Vick 6961 Respass Beach Rd.
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Presented August 6, 1987

	Name (Print)	Signature	Address
1.	John E Veazie	John E. Veazie	6944 Respass Beach Rd.
2.	MARY ALICE	Mary Alice Veazie	"
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Presented August 6, 1987

Name (Print)	Signature	Address
1. Deborah Elaine Skinner	Deborah E. Skinner	4962 Mace Ln
2. Deborah M. Moore	Deborah M Moore	3931 Bradford Dr.
3. Thomas E O'Brien	Thomas E O'Brien	4718 Bridlewood Dr
4. Dale Moore	Dale E. Moore	5521 Bradford Dr
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PAUL TRIBLE
VIRGINIA

United States Senate

WASHINGTON, D.C. 20510

August 6, 1987

Colonel Joseph J. Thomas
U. S. District Engineer
Department of Army
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Attached are copies of information I recently received from George Hanbury, John Rowe and John Tuttle regarding the disposal of dredged material from Hampton Roads.

I would appreciate your reviewing the concerns expressed herein and advising me of any action which has been taken or is contemplated which would be helpful. In addition, please provide me with the results from the public meeting of August 6, 1987.

Thank you for your assistance in this matter.

Sincerely,

Paul Trible

PT:sb
Enclosure

City of Portsmouth
Virginia 23705

Established 1752

Office of the
City Manager

P. O. Box 820
804 393-8641

July 29, 1987

The Honorable Paul S. Trible
U. S. Senator
Hart Senate Office Building
Room 517
Washington, DC 20510

Dear Senator Trible:

I am writing you on a matter of the utmost importance to the City of Portsmouth. On August 6 at 7:30 p.m. the Army Corps of Engineers will be holding a public scoping meeting at Churchland Junior High School in Portsmouth to discuss long term disposal of material dredged from Hampton Roads. Among the alternatives being considered is extension of Craney Island to the north and west, as well as upward. The City has consistently opposed extending the life of Craney Island because of the hardship it has placed on the residents of Portsmouth. Those concerns have been shared with you in the past.

Particularly distressing is the possibility that Craney Island could be extended to the west, because that would cause irreparable damage to some of the finest waterfront residential property in Hampton Roads. There is no doubt that property values of the residences would decline significantly, and tax revenues would also be reduced. There must be other alternatives which would cause less damage to established neighborhoods, and it is imperative that the Corps of Engineers be convinced of this fact.

The City is also opposed to upward expansion of Craney Island because that would delay by many years any productive use of the property. In fact, there are already serious doubts about how the property can be used, because of both the instability of the dredge material and the presence of toxic materials. Before any decision is made on further use of Craney Island, a complete environmental assessment should be prepared so that it can be determined if our residents are in any danger.

I urge you to join with the City in opposing any expansion of Craney Island. I hope you will be able to attend the public scoping meeting and voice your concerns, for I am convinced that your presence will help persuade the Corps that extending Craney Island is not acceptable.

I am enclosing a copy of the City Council's resolution on this matter, as well as the announcement on the public hearing. Thank you for any assistance you can provide on this urgent matter.

Sincerely,

George L. Hanbury, II
City Manager

GLH/ces

Enclosure

cc: City Council

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE EXPANSION OR PROLONGATION OF THE USE OF CRANEY ISLAND AS A DISPOSAL AREA.

WHEREAS, the Army Corps of Engineers has served notice that in cooperation with the Virginia Port Authority, it will conduct a study to develop an environmentally and politically acceptable, technically feasible, and economical long term plan for the disposal of dredged materials from the Inner-Harbor area of Hampton Roads; and

WHEREAS, alternative plans which are under consideration include the expansion of Craney Island as a disposal area; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality of the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed by resolution its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia that it steadfastly reiterates its opposition to the expansion or unnecessary prolongation of the use of Craney Island as a disposal area and expresses its intention to enunciate its position at such time and in such forums as appropriate.

BE IT FURTHER RESOLVED that the City Manager and City Attorney are directed to monitor the study with full authority to take whatever steps are necessary to express the Council's position at such time and in such forums as they deem appropriate and that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the appropriate authorities.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held July 28, 1987.

Teste:

City Clerk

CITY OF SUFFOLK

P. O. BOX 1858. SUFFOLK. VIRGINIA 23434. PHONE 934-3111

CITY MANAGER

July 20, 1987

The Honorable Paul S. Trible, Jr.
Tower Box 59
2191 Executive Drive
Hampton, Virginia 23666

Dear ~~Senator~~ Paul Trible:

This correspondence is in reference to the study being initiated by the Corps of Engineers, in conjunction with the Commonwealth of Virginia, to address long-term disposal alternatives associated with the deepening of the Port of Hampton Roads.

The City would like to articulate its concerns regarding the following alternatives being considered as potential dredged spoil sites:

1. A 6,000 acre upland site within the City of Suffolk

2. The Westward expansion of Craney Island

As you may be aware, the Council of the City of Suffolk, at public hearings held on April 18, 1977; March 21, 1980, and April 10, 1980, relayed its profound opposition to the utilization of the "Suffolk Site" as a disposal site. For your reference, I am enclosing copies of the City Council's previous position on this alternative, including a Resolution adopted on March 5, 1987.

The purpose of this letter is to formally advise that, at its meeting of July 15, 1987, the City Council unanimously reaffirmed its position to adamantly oppose the disposal of dredged spoils materials at any location within the City of Suffolk. Due to the potential adverse impacts associated with the westward expansion of Craney Island, the City Council further directed that I also advise you of its opposition to this specific disposal alternative. Again, the City is opposed to any disposal location within the City of Suffolk and the Westward expansion of Craney Island. These respective positions will be presented at the August 6, 1987 Public Scoping Meeting by a representative of my staff.

There is no basis by which the City of Suffolk can formulate a supportive position for the designation and use of either of the above disposal alternatives. To this end, I would request that you keep me advised of all future public briefings, meetings, and hearings relative to the formulation of the long-term disposal plan.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely yours,

John L. Rowe, Jr.
City Manager

JLRJr:bhb

A RESOLUTION ADOPTING THE ATTACHED REPORT ENTITLED *POSITION REPORT - NORFOLK HARBOR AND CHANNELS DEEPENING AND DISPOSAL* AS THE OFFICIAL POSITION PAPER OF THE CITY OF SUFFOLK, VIRGINIA, REGARDING THE PROPOSED USE OF LAND WITHIN THE CITY OF SUFFOLK AS A SITE FOR THE DISPOSAL OF SPOIL DREDGE FROM NORFOLK HARBOR AND CHANNELS

WHEREAS, the Army Corps of Engineers has proposed that a site within the City of Suffolk, Virginia, be used for disposal of spoil dredge from Norfolk Harbor and Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the site proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, The Army Corps will, on March 21, 1980, hold a public hearing on the use of said land as a spoil dredge site; and

WHEREAS, the Council of the City of Suffolk, Virginia, is desirous of presenting an official statement of the City's position at said public hearing.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, Virginia, that the attached report entitled *Position Report - Norfolk Harbor and Channels Deepening and Disposal* be and the same hereby is, adopted as the City of Suffolk's official position paper regarding the proposed use of land within the City of Suffolk as a spoil dredge site; and

BE IT FURTHER RESOLVED that a copy of this Resolution and the attached report be presented at the March 21, 1980 public hearing to be held by the Army Corps of Engineers.

ADOPTED BY COUNCIL March 5, 1980

TESTE: _____

Approved as to form:

Edwin T. Calhoun
City Attorney

We in Hampton Roads are faced with the problem of selecting a site for the disposal of dredged spoils that come from the harbor.

Three cities, Norfolk, Portsmouth & Suffolk have oppossd the location of a site within its borders. We cannot continue to fill up the World's Greatest Harbor.

Can you give this matter some thought and possibly consider supporting the construction of a contained offshore area into which dredged spoils can be deposited?

Thank you,

John V. Tuttle
President
River Shore Civic League

4731 River Shore Road

Portsmouth. Virginia 23703

COPY COPY COPY

4731 River Shore Road
Portsmouth, Virginia 23703
July 11, 1987

The Honorable Paul Trible
Congress of the United States
517 Hart Building
Washington, D.C. 20515

Dear Senator Trible:

Attached is a notice issued by the Army Corps of Engineers relating to a hearing to be held on the selection of a site for the disposition of dredged spoils from Hampton Roads. The Corps has held five public hearings concerning selection of a site to deposit dredged spoils - September 10, 1970; June 1, 1972 August 28, 1974; March 28, 1977; March 21, 1980. In every one of these hearings the Corps had among its contemplated sites the westward expansion of the present Craney Island Disposal Area. You can see from the enclosed literature, it appears the westward expansion is a prime consideration again. After every hearing, we had the distinct impression that the westward expansion was no longer under consideration.

The River Shore area in Portsmouth is immediately to the west of the Craney Island Disposal Area and would be the most adversely affected area. You can well imagine the psychological impact this has had on our neighborhood over the years. In the Revised Draft Environmental Statement Replacement Study - Craney Island Disposal Area - Port of Hampton Roads, Virginia prepared by the Office of the Chief of Engineers in Washington, December 1974, page 26, Section 6.15 it states: "The proposed extension would have a major social impact on the residents of River Shores, a significant impact on property values along the adjacent waterfront, and could impart other economic repercussions to the city of Portsmouth... ... ... The social impact cannot be measured adequately in monetary terms."

The Corps has had the disposal problem for years. The present Craney Island Disposal Area was a short term solution and every site under consideration now is a short term solution. Upon looking at the map attached you can readily see that Hampton Roads will eventually be filled. In fact, the Corps of Engineers confirms this in their Report of Survey Investigation - The Craney Island Disposal Area...Replacement or Extension, dated October 1974, page 18... ..."Nor can 4 square miles of the harbor's water surface be continually committed every 20-25 years without the eventual filling of the harbor coming into view... ... ..."

We are very supportive of the deepening of the harbor and are well aware of its

* The date of March 28, 1977 is in error. This was actually a hearing conducted by the Task Force to Study Future Disposal of Dredged Material for the Commonwealth of Virginia on April 18, 1977.

economic benefit to the area and rest of the State. However, as has been pointed out at all of these hearings, there has to be a long term solution to the disposition of dredged spoils other than filling the harbor of Hampton Roads.

We would appreciate any support you can give to us.

Sincerely,

John V. Tuttle
President
River Shore Civic League

August 12, 1987

Plan Formulation Branch

Honorable Paul S. Trible, Jr.
United States Senate
Washington, DC 20510

Dear Senator Trible:

I am responding to your inquiry of August 6, 1987 in behalf of Mr. George Hanbury, City Manager, city of Portsmouth; Mr. John Rowe, City Manager, city of Suffolk; and Mr. John V. Tuttle, President, River Shore Civic League, concerning the disposal of dredged material from Hampton Roads.

As you know, the Norfolk District, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the Suffolk Site or expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at 7:30 p.m. at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and

suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. In this connection, I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions.

There was considerable opposition expressed at the public meeting to the confined disposal sites under consideration in Hampton Roads, including expansion of Craney Island and the Suffolk Site. Ocean disposal appeared to be the preferred long-term solution. We will keep the official record open for further statements until September 7, 1987. Subsequently, we will prepare a formal record of the public meeting which we will furnish to you.

With regard to the existing Craney Island Disposal Area, it should be noted that the levees are being raised beyond their original design height of +17 feet, mean sea level. This work is being performed under authority of Section 148 of the 1976 Water Resources Development Act which directed the Secretary of the Army to minimize the need for new disposal sites by developing management plans to extend the lives of existing sites. With assistance from the Corps Waterways Experiment Station in Vicksburg, Mississippi, a management plan to extend the life for Craney Island was developed. The management plan, which became operational in 1984, involves compartmentalization, dewatering, and raising existing levees. It should also be noted that the Norfolk District has tested the material inside Craney Island and found it not to be toxic or harmful to human health.

With the implementation of the Craney Island Management Plan and the existing deposition rate of about 4 to 5 million cubic yards of material annually, Craney Island could last another 25 to 30 years. Even with the 50-foot outbound element of the deepening, its life will only be reduced by about 2 to 3 years. The problem surfaces with the 55-foot project. With construction of the entire 55-foot project and disposal of material from the Norfolk Harbor Channel and the Channel to Newport News onto Craney Island, there is a significant increase in the normal annual deposition rate. This increase severely reduces the effectiveness of the management plan and would likely eliminate further use of Craney Island as a disposal area because the raised levees could not be stabilized. Thus, the 55-foot project is driving the immediate need to address the long-term disposal problem.

Thank you for your interest in this matter. I can assure you that the concerns expressed by your constituents will be given full consideration in our study, and you will be kept abreast of developments relative to the formulation of a long-term disposal plan. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

J. J. Thomas
Colonel, U.S. Army
District Engineer

4602 River Shore Road
Portsmouth, Virginia 23703
August 6, 1987

Colonel J.J. Thomas
Corps of Engineers, Norfolk District
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

For this century the Army Corps of Engineers has deposited its dredgings back in the harbor as a temporary solution to a major problem - how to keep the channels free of silt so the port may thrive and prosper.

I have lived in the immediate area of the Craney Island Disposal Area for 50 years. I am well aware of the importance of our harbor to the economic vitality of the surrounding cities. I am also very aware of the ecological importance of our salt water marshes, and the recreational value and beauty the harbor provides to so many people. To destroy Hampton Roads by a continuation of "the dredge and fill" syndrome is myopic.

If the westward expansion of the Craney Island Disposal Area is consummated the devastation to the surrounding neighborhood is something the City of Portsmouth can ill afford.

There has to be an alternative solution.

Sincerely,

Susan P. Trotman

Sue Trotman
(Mrs. Harry L. Trotman)

Exhibit 103

R.L TRUELOVE
4522 RIVERSHORE Rd.
PORTSMOUTH. VA 23703

AUG 6, 1987

TO ARMY CORE of ENGINEERS:

I WOULD LIKE TO REGISTAR MY OPPOSITION TO the ENLARGEMENT of CRANEY ISLAND. FOR THE following REASONS.

AS A PROPERTY OWNER, EXTENDING CRANEY ISLAND WOULD CAUSE A DEVALUEATION of PROPERTY of others AS WELL AS MY OWN. MY PROPERTY WOULD BE WORTH LESS, AND THE CITY IM SURE WOULD NOT CHARGE ME ANY LESS ON TAXES.

I BUILT MY HOME WHERE it is LOCATED BECAUSE of THE NEIGHBOR HOOD. ENLARGING WOULD DESTROY the NEIGHBOR HOOD. MAKING PROPERTY VALUES drop DRASTICLY

— MANY TIMES THE WIND COMES OFF CRANEY ISLAND FROM THE NORTHEAST, BRINGING with it dust AND FOUL ODERS FROM CRANEY ISLAND, ALONG WITH THE MOSQUITOES, WHEN THEY DONT SPRAY, THE INSECTS ARE SO THICK it is IMPOSSIBLE TO BE OUTSIDE NIGHT OR DAY, BECAUSE All of THEM ARE HUNGARY AND SEE A FEAST WHEN WE GO OUTSIDE, THEY CAN GET THICK AS FLYS AROUND A GARBAGE CAN. I KNOW BECAUSE I LIVE ACROSS The Street FROM THE ENTRANCE TO CRANEY ISLAND.

ALSO 18 Wheelers HAULING MACHINERY AND PIPE CONSTANTLY USE RIVERSHORE Rd, in spite of THE SIGN indicating NO TRUCKS. if I PARK TWO Vehicles in FRONT of MY house AT THE CURB THEY CANT MAKE the TURN INTO CRANEY ISLAND. I dont PUT TWO CARS AT THE CURB BECAUSE I dont WANT THEM RAN INTO. All TRAFFIC going into & OUT of CRANEY ISLAND ENTERS & EXITS RIGHT IN FRONT of MY HOUSE. DUMP TRUCKS AND All.

Glenrock + Rivershore

It would in fact destroy the ecology along the shore line. Also destroy the view of the Bay. It may in fact destroy the health of some residents along the shore line, the wind off the Bay would bring even more dust from whatever they are going to dump there, in addition to what they have already dumped on the present site.

I didn't buy the house I have to be put upon by the core in the manner that would be done.

I believe they ~~[illegible]~~ should dump their trash, sludge & what ever some place else, and close the site they now have at Craney Island. Only last week they pumped sludge on the west side of Craney Island into the ~~[illegible]~~ Hampton Roads water

Sincerely
R. L. Trulove
4522 River Shore Rd
Portsmouth, VA 23703

August 6, 1987

Colonel J.J. Thomas, District Engineer
U.S. Army
Corps of Engineers, Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Attention: Plan Formulation Branch

My name is Charlotte Tuttle. I have lived at 4731 River Shore Road for 23 years. Therefore, I'm well aware of the skirmishes we've had with the Corps of Engineers since 1970 - 17 years! I could have sold my home sometime ago and been living peacefully now in another location. But I had faith that somewhere within the Corps was a cadre of bright minds that could solve the disposal problem even though for all of this century the harbor has been used as the repository for channel dredgings.

However, I was wrong. There are no innovative ideas in this latest notice. The sites are the same ones that the Corps proposed throughout the 70's. Disposal of dredge spoils in sites that have a life of 20-30 or 40 years is a totally unsatisfactory answer for the channel deepening projects that must be done. I cannot believe that there is no solution other than filling Hampton Roads.

Sincerely,

Charlotte Tuttle

Charlotte Tuttle

4731 River Shore Road
Portsmouth, Virginia 23703

August 6, 1987

Colonel J.J. Thomas
U.S. Army District Engineer
Fort Norfolk - 803 Front Street
Norfolk, Virginia 23510-1096

Attention of Plan Formulation Branch

Dear Colonel Thomas:

My name is John Tuttle. I live at 4731 River Shore Road in Portsmouth.

Let me say at the outset that our group of civic leagues were opposed to the enlargement of the Craney Island Dredge Disposal Area in 1970, 1972 and 1974 and we continue to oppose it today. I would also point out that we are at a disadvantage because prior to this meeting we were not furnished any information about [redacted] new or specific plans that the Corps may have. In other words, as the lawyers say, we were not furnished with a Bill of Particulars. If there are any new plans it's obvious that we haven't had time to examine and evaluate them. In view of this, my remarks will have to be restricted mostly to prior observations and events.

Perhaps the Corps is not aware that for the past 16 years federal, state and local BODIES [redacted], as well as the River Shore Civic League, have all contributed toward making the area west of the Craney Island Disposal Area a water related recreational area.

In 1971 at a hearing held by the Southeastern Virginia Planning District Commission, the Mayor of Portsmouth and the Director of the Portsmouth Port and Industrial Commission recommended that the area directly to the west of the Craney Island Disposal Area be CONSIDERED [redacted] as a recreational area. The River Shore Civic League not only supported this recommendation but worked toward its implementation. For example, in December 1971 we contacted the Virginia Department of Highways and expressed our concerns about the part of their plans for the I-664 crossing which showed a low trestle CONNECTING the northwest corner of the Craney Island Disposal site with Nansemond County (now Suffolk). We believed that such a trestle would have severely restricted the future use of the west side of Craney Island for both recreational and commercial purposes. We don't imply that our concern was the main reason why this part of the I-664 routing was changed. However, our position shows that we cared for this area.

In 1974 we appeared before the Portsmouth Parks and Recreation Commission and requested its support in having this area in question be reserved for recreational purposes. The Commission agreed with our position and adopted a resolution in support, which was presented at the Corps' hearing in 1974 in this room.

In December 1978 our League contacted the Virginia Department of Highways and

area
the U.S. Coast Guard and pointed out that the in question had been free of boating accidents and that the low height of the planned I-664 trestle connecting the island at the south end of the tunnel with Suffolk would force small boats out into the busy (and dangerous) ship channels. We asked that this trestle contain at least one rise high enough to allow small boats (both commercial and recreational) to pass under. It is quite obvious that they wholeheartedly agreed with us because they kindly allowed us to select the location and height of the high rise that is now part of the crossing.

Our League is well aware of the economic importance of the harbor to the entire state and this is one of the main reasons why we so strongly oppose reducing its size.

During the entire 17 years that the current dredge disposal problem has been under consideration the Corps and our civic league have both expressed concerns about reducing the size of the harbor with dredge spoils.

This concern was also expressed at the very first hearing in 1970 by a representative of the Virginia Commission of Outdoor Recreation who stated that "Here the present area of about four square miles is being used up at the rate of twenty to twenty-five years. ... ... One of these days we are going to arrive at the end of it and then what will we do?"

the
Also at this hearing a Planning Director for the City of Norfolk expressed concern that the "alternative disposal site within Hampton Roads could ultimately affect the size of the port by restricting maneuverability and space for anchorages." The same concerns were expressed again at the Corps' 1974 hearing by a Virginia Pilot Association spokesman who stated that "Today there are 24 vessels anchored in Hampton Roads waiting to load coal. These 24 ships are anchored closer together than any prudent seaman would recommend." Also at this hearing both the Virginia Port Authority and the Hampton Roads Maritime Association recommended an increase in the numer of anchorages in Hampton Roads.

It is very obvious from the foregoing that we should <u>not</u> be reducing the size of our harbor.

It is equally obvious that all of the dredge disposal sites in Hampton Roads in this century have been short term solutions to a perpetual disposal problem.

With this thought in mind it appears we have two choices and they are both repugnant to us - - either fill up the harbor or deposit the spoils in the ocean, in a contained area if possible. The easiest and cheapest way is not always the best way to solve a problem. It's easier and cheaper to let our garbage pile up in our kitchens but we don't. We pay to have it hauled away.

In closing, I would like to point out that during the entire 17 years that these hearings have been going on, not one - not one - elected official in the State of

Virginia has supported the enlargement of the Craney Island Disposal Area.

Thank you.

John Tuttle

COOPER & DAVIS
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
CENTRAL FIDELITY BANK BUILDING
HIGH & CRAWFORD STREETS
POST OFFICE DRAWER 1475
PORTSMOUTH, VIRGINIA 23705-1475

RICHARD I. DAVIS
VINCENT L. PARKER
ARNOLD H. LEON
ALBERT J. TAYLOR, JR.
GORDON B. TAYLOE, JR.
RALPH W. BUXTON
BRANCH H. DANIELS, JR.
JOSEPH P. MASSEY
DAVID R. TYNCH
H. ALEXANDER JOHNSON

CLYDE W. COOPER
(1893-1980)
H. THOMAS FENNELL, JR.
(1937-1981)

TELEPHONE 397-3491
AREA CODE 804

August 6, 1987

OUR FILE NO.

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District,
Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

This letter is in response to your notice of public scoping meeting on Norfolk Harbor and Channels, Virginia long-termed disposal dated July 2, 1987 and to be heard on Thursday, August 6, 1987 at Churchland Junior High School.

I have been retained to represent the Rivershore Civic League, which is comprised of citizens of the City of Portsmouth who reside on Rivershore Road, which is the area immediately south and adjacent to your proposed westward expansion of Craney Island, one of your alternatives for the storage and dumping of dredge materials from the Norfolk Harbor and Channels.

You have heard and will continue to hear from other individual groups, civic organizations and local municipalities concerning the dumping of dredge materials, however, I doubt that any of these other groups have as much at stake as the Rivershore Civic Group has in the event you expand Craney Island westward.

Rivershore Road can be ranked as one of Portsmouth's finest residential areas. It is comprise of approximately thirty waterfront lots and thirty semi-waterfront lots. The lots with improvements represent a value of approximately 6½ to 7 million dollars. I think it would be fair to say that most of the property owners of Rivershores purchased their property because of the ability to look out upon the broad expanse of the Hampton Roads Harbor and the unlimited access

to the James River. If your proposed westward expansion were to develop then the panoramic view which the residents of Rivershores paid so dearly would be reduced to approximately two stories of dirt and mud.

I believe everyone in this room, including the members of this hearing body, acknowledge the obnoxious odors emitted from the landfill operation. I think it would be safe to say that any wind out of a northerly direction will turn the Rivershore area into an unsightly dustbowl. Additionally, with the increased use of pesticides and the knowledge that chemicals have been dumped into rivers which supply the lower Chesapeake Bay, I have a great concern that a northerly wind carrying such chemicals could threaten the health of the residents on Rivershore Road.

In recent years, the Hampton Roads area has experienced a tremendous increase in its population. This increase in population has also brought about a significant increase in the boating population on the lower Chesapeake Bay and its adjacent rivers. Your proposed westward expansion of Craney Island would decrease the size of our harbor and thereby increase the density of an already extremely overcrowed harbor.

In the August 10, 1987 issue of Time magazine the lead article is entitled "Where's the Beach? America's Vanishing Coastline". In this article specific references are made to our disappearing river and ocean coastlines due to erosion and loss of access due to industrial and commercial growth. I find it rather incomprehensible that the very agency, The Corps of Engineers, that we look to for the protection of our coastlines and our marsh grass, is the very same agency proposing to take away our coastline and our marsh grass on Rivershore Road.

Lastly, the homeowners of Rivershore Road are committed to protecting their lifestyles and property to the extent of exhausting all legal remedies available to them. It would appear to me that it would be cost effective to find other alternatives which will not embrace the Corps of Army Engineers in a costly and long-standing legal battle over the westward expansion of the Craney Island site.

Therefore, the residents of the Rivershore Civic League stand committed and united to protect their property and

request that the Corps of Army Engineers remove the proposed westward expansion of the Craney Island dumpsite from their list of alternatives and to proceed with other alternatives which will be more cost effective for the taxpayers as a whole.

Should you have any further questions or require further information, please do not hesitate to contact me.

Sincerely,

David R. Tynch,
Attorney for Rivershore
Civic League

DRT/ds

GOOD EVENING LADIES AND GENTLEMEN, MAY NAME IS SANDY WHITLEY AND I AM HERE THIS EVENING REPRESENTING THE COUNTY ADMINISTRATOR AND BOARD OF SUPERVISORS OF ISLE OF WIGHT COUNTY. THE COUNTY HAS HAD THE OPPORTUNITY TO REVIEW THE CORP'S INITIAL PROPOSAL FOR THE DESIGNATION OF DREDGE SPOIL DISPOSAL SITES, AND IS MOST CONCERNED THAT THE RAGGED ISLAND AREA IS UNDER CONSIDERATION. AT THE MEETING OF THE BOARD OF SUPERVISORS JULY 30, 1987, THE BOARD VOTED UNANIMOUSLY TO STRONGLY OBJECT TO ANY PROPOSAL FOR THE RAGGED ISLAND AREA TO BE USED AS A SITE FOR DREDGE MATERIALS FROM ANY SOURCE. THE SENSITIVE ENVIRONMENTAL NATURE OF THE AREA, AND ITS NATURAL AESTHETICS SHOULD PRECLUDE ANY SERIOUS CONSIDERATION BY THE CORPS FOR SUCH USE. THERE ARE UNDOUBTEDLY OTHER AREAS THAT WOULD BE MORE SUITABLE FOR DISPOSAL SITES, AND THAT WOULD NOT HAVE SUCH SIGNIFICANT NEGATIVE ENVIRONMENTAL IMPACT. THE ISLE OF WIGHT WETLANDS BOARD HAS ALSO VOICED THEIR OBJECTION TO THE CORP'S PROPOSAL FOR THE RAGGED ISLAND AREA. THE COUNTY APPRECIATES THIS OPPORTUNITY TO EXPRESS ITS VIEWS ON THIS MATTER, AND STRONGLY ENCOURAGES THE CORPS TO COMPLETELY DELETE THE RAGGED ISLAND AREA FROM ANY AND ALL CONSIDERATION AS A DISPOSAL SITE .

THANK YOU.

Goodman Segar Hogan

August 6, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

RE: Public Hearing on Proposed Westward Expansion of Craney Island Dredge Disposal Site

Dear Colonel Thomas

This correspondence is in reference to the study being initiated by the Corps of Engineers, in conjunction with the Commonwealth of Virginia, to address the long-term disposal alternatives associateds with the deepening of the Port of Hampton Roads. It is our understanding that the Corps, in conjunction with the Commonwealth of Virginia, has once again initiated a study that is intended to address disposal alternatives and develop an environmentally and politically acceptable, technically feasible and economical long-term disposal plan.

One of the areas to be considered as part of this effort is the westward expansion of the current Craney Island disposal site. We, at Goodman Segar Hogan, Inc., representing properties owned by CBI Industries of Chicago, Illinois, and Dominion Resources, Inc. of Richmond, Virginia, and properties owned by Goodman Segar Hogan, Inc., are very concerned and strongly oppose any westward expansion of the Craney Island disposal site. It is our understanding that the current investigation will study alternatives which will include potential disposal sites, methods of extending the life of Craney Island and

Exhibit 109

GOODMAN SEGAR HOGAN, INC.
REAL ESTATE BROKERAGE, DEVELOPMENT, MANAGEMENT AND SYNDICATION
WORLD TRADE CENTER NORFOLK, VIRGINIA 23510 TEL (804) 627-0661

evaluate other measures which may be incorporated into the overall scheme of your disposal plan. It has been discussed in the past that disposal sites such as upland, shoreline, manmade island and ocean disposal would be considered. It is our hope that all of these items will again be considered and the impact as to the extent of ecological damage, as well as economic damage, be reviewed prior to making your final recommendation for the selection of a disposal site.

We are aware of the necessity for the deepening of the river and bay channels, and the high costs of disposal of the dredge material; however, a well planned, long-term solution needs to be developed so you do not keep returning to Craney Island every five years for your solution.

As manager/developer of the 3,000 acre proposed planned community (Harbour View) along the Nansemond and James Rivers in Suffolk, extending from Hoffler's Creek on the east to Knott's Creek on the west, we would be very much opposed to the westward expansion of Craney Island disposal site. Based on preliminary information that has been furnished to us, it appears that the westward expansion would have major repercussions on the entire development and especially the eastern part, along Hoffler's Creek (copy of approved land use plan attached).

In addition, we feel that the westward expansion would have an overall economic impact on the entire development, as well as reducing property values which in turn, would impact the tax base and in all probability, destroy much of the information that has been developed to justify this project to the City of Suffolk.

Based on the information received to date, there is no basis by which we as representatives for the current landowners can formulate a supportive position for the expansion of the disposal site to the west. To this end, we would formally state our position as being opposed and request that you keep us advised of all future public briefings, meetings and hearings relative to the formulation of a long-term disposal site.

Should you have any questions or require any additional information, please do not hesitate to contact us.

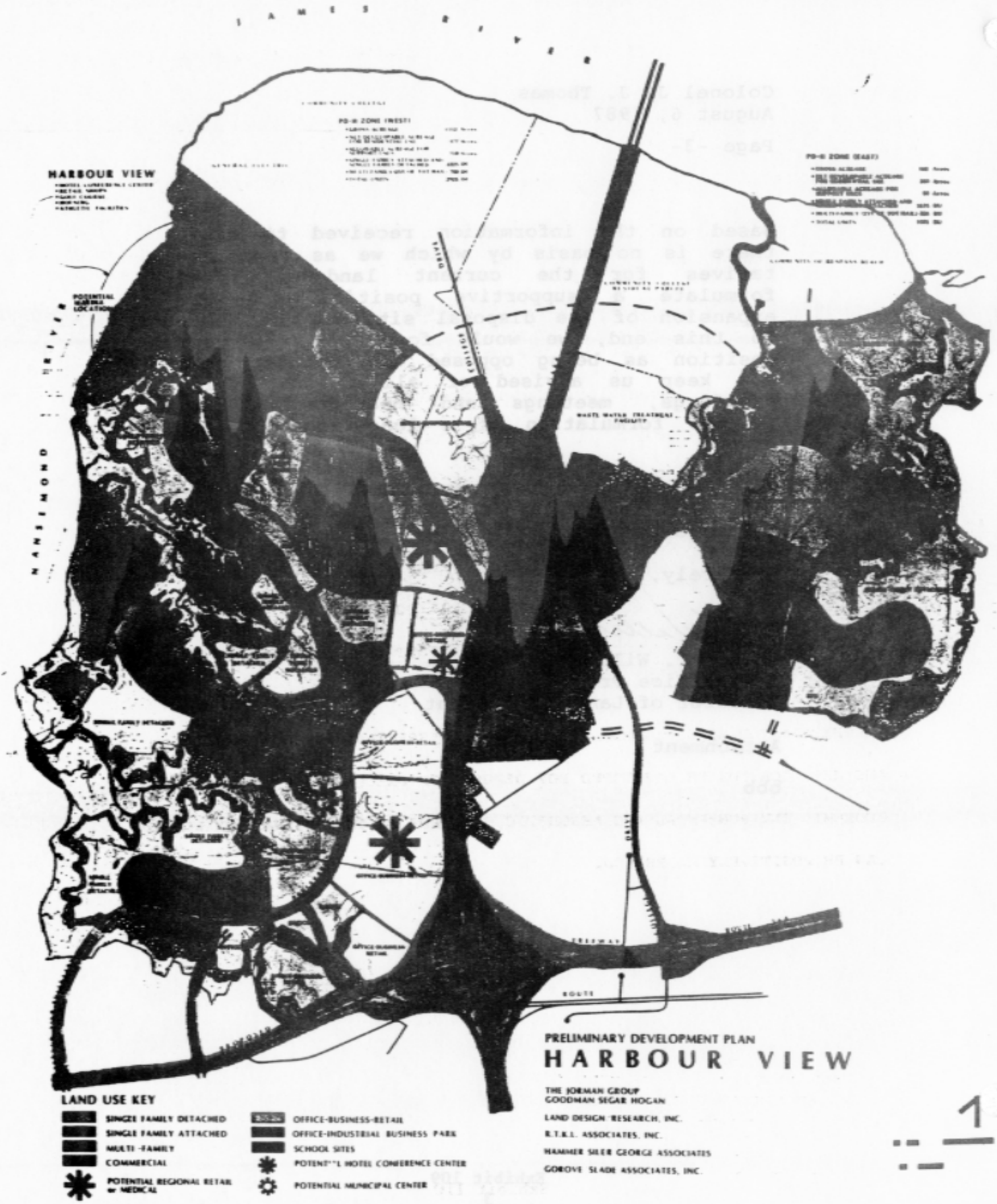
Sincerely,

R T Williams

Robert T. Williams
Senior Vice President
Director of Land Development

Attachment

bbb


HARBOUR VIEW
PD-H ZONE (WEST)
PD-H ZONE (EAST)
POTENTIAL MARINA LOCATION
NANSEMOND RIVER
JAMES RIVER
FREEWAY
ROUTE
LAND USE KEY
SINGLE FAMILY DETACHED
SINGLE FAMILY ATTACHED
MULTI-FAMILY
COMMERCIAL
POTENTIAL REGIONAL RETAIL or MEDICAL
OFFICE-BUSINESS-RETAIL
OFFICE-INDUSTRIAL BUSINESS PARK
SCHOOL SITES
POTENTIAL HOTEL CONFERENCE CENTER
POTENTIAL MUNICIPAL CENTER
PRELIMINARY DEVELOPMENT PLAN
HARBOUR VIEW
THE JORMAN GROUP
GOODMAN SEGAR HOGAN
LAND DESIGN RESEARCH, INC.
R.T.K.L. ASSOCIATES, INC.
HAMMER SILER GEORGE ASSOCIATES
GOROVE SLADE ASSOCIATES, INC.

Craney Island Hearing
Army Corps of Engineers
August 6, 1987
Portsmouth, Virginia

GOOD EVENING, MY NAME IS RICHARD WOOD, JR, CHAIRMAN OF THE CHAMBER OF COMMERCE IN PORTSMOUTH.

ON BEHALF OF THE 3,000 BUSINESS ENTITIES IN THE CITY OF PORTSMOUTH, THE HAMPTON ROADS CHAMBER OF COMMERCE-PORTSMOUTH IS ON RECORD AS OPPOSING THE EXPANSION OF CRANEY ISLAND AS A DISPOSAL AREA.

THE BUSINESS COMMUNITY OF PORTSMOUTH SUPPORTS THE USE OF CRANEY ISLAND AS A TAXABLE LIGHT INDUSTRIAL SITE FOR THE CITY OF PORTSMOUTH, AND FOR SUCH USES AS THE PROVISION OF RECREATION SPACE AND WATER ACCESS FOR CITIZENS OF PORTSMOUTH AND SURROUNDING COMMUNITIES.

THE CHAMBER OF COMMERCE IS OPPOSED TO ANY CONTINUED USE THAT HAS A NEGATIVE IMPACT ON THE RESIDENTIAL COMMUNITY ADJACENT TO CRANEY ISLAND AND THE BUSINESS COMMUNITY AT LARGE.

TO CONTINUE TO INCREASE THE SIZE OF CRANEY ISLAND BEYOND 13% OF PORTSMOUTHS TOTAL LAND ACREAGE IS AN UNFAIR BURDEN TO A CITY WHOSE BUSINESSES AND RESIDENCES PAY TAXES TO SUPPORT LAND THAT IS 60% TAX EXEMPT.

THE HAMPTON ROADS CHAMBER OF COMMERCE RESPECTFULLY REQUESTS THAT ANOTHER LOCATION BE DEVELOPED FOR DEPOSIT OF DREDGE SPOILS SO THAT ECONOMIC,ENVIRONMENTAL AND AESTHETIC CONCERNS OF THE BUSINESS COMMUNITY CAN BE POSITIVELY ADDRESSED.

PRESENTATION TO ARMY CORPS OF ENGINEERS 8/7/87
SUBJECT: CRANEY ISLAND DISPOSAL AREA ENLARGEMENT

GENTLEMEN,

I AM HERE TONIGHT ON BEHALF OF THE MERRIFIELDS CIVIC LEAGUE TO URGE YOU TO CONSIDER ANOTHER AREA FOR YOUR DREDGE SOILS, NOT CRANEY ISLAND. THERE ARE MANY REASONS FOR MY REQUEST ALONG WITH WHAT HAS BEEN MENTIONED HERE TONIGHT. THE ONE MAIN REASON FOR THE MERRIFIELDS AREA WOULD BE THE LEVEL OF LIFE THAT WE HAVE ENJOYED FOR SO MANY YEARS.

WE HAVE FOR MANY YEARS, TRIED TO BUILD THE CITY OF PORTSMOUTH INTO AN IDEAL CITY INTO WHICH RESIDENCE MIGHT ENJOY THE BETTER PARTS OF LIFE. WE DO NOT WANT IT TO BE A DUMPING SITE FOR VARIOUS ITEMS. ONCE THE SITE IS OPENED FOR YOUR SPOILS, IT COULD CONCEIVABLY BE USED FOR OTHER MATERIALS. I WOULD SURELY HATE SOMEDAY TO HEAR ABOUT A BARGE LOADED WITH 50,000 TUNS OF NEW YORK GARBAGE ANCHORED OFF CRANEY ISLAND WAITING FOR PERMISSION FROM THE CORPS OF ENGINEERS TO UNLOAD.

YOU MUST NOT, FOR MANY REASONS REOPEN CRANEY ISLAND FOR DUMPING OF ANY MATERIALS. YOU MUST CONSIDER TONIGHT THE REQUEST OF THE CITY OF PORTSMOUTH TO OWN THE AREA AND PUT TO USE AS A TAX GENERATING AREA. WE COULD TURN IT INTO AN AREA THAT ANY CITY WOULD BE PROUD TO HAVE IN THEIR CITY LIMITS. IT COULD SOMEDAY BE A GARDEN INSTED OF A BARREN DUNG-HILL. FIND ANOTHER AREA FOR YOUR SPOILS, NOT CRANEY ISLAND.

ROBERT H BARNES
PRESIDENT

August 7, 1987

Public Scoping Meeting
Department of the Army
Norfolk District, Corps of Engineers

Gentlemen:

I am Clarice C. Johnson, owner and resident of 7056 Bay Circle, Suffolk, Virginia. My home is located at Respass Beach on the waterfront of Hampton Roads. We have lived in our home for twenty years. The property was previously owned by my parents and now the fourth generation of our family is enjoying the variety of pleasures which are ours because of the location. To protect our property, as well as the properties of our neighbors, I feel compelled to speak to you in opposition to the westward expansion of the Craney Island landfill.

I will not attempt to quote facts and figures concerning the pros and cons surrounding the landfill. Engineers and environmentalist qualified for such studies may do that. Rather, I hope to challenge you to be more visionary in your planning, and ultimately, in the selection of a sight for the dumping of the dredge material.

I have no argument with the need for the deepening of the channels of Hampton Roads. The problem of dredging channels has existed for at least two centuries as this body of water became an attractive haven and port-of-call for merchant and military vessels. As ships became larger and capable of carrying more cargo, the channels were deepened to meet their needs. However the disposal of the dredge material was done as a <u>reaction</u> to the need for deeper channels without much <u>planning</u> for the future, that is, until perhaps in the last thirty or forty years when the environmentalists entered the scene. Until then, the dredge material had been spread on mud flats and marsh lands creating more desirable waterfront property for private and cooperate development. A contained landfill, such as the Craney Island site, seemed to be the answer to the indiscriminate dumping of the past. The concept offered a long-term solution for a vital need, with the least environmental effects. Whether it has been a long-term solution is questionable. Fifteen to twenty years is not <u>long-term</u> when considered in light of a port with a history of over two hundred years. Environmentally acceptable? Well, the specialists will have

to answer that question. But, I can speak as one who has watched the change. The rate of erosion to our beachfront has increased as the water currents and wave action have been altered. In twenty years we have lost approximately fifty feet of our beach and marshland. The river bottom has changed from firm, hard sand to a mucky ooze. And, if you happen to be in the path of the prevailing wind, you wonder if the city dump is near by.

I question the feasibility of the landfill concept. A port on the West Coast has learned, almost too late, the inadequacy of the idea. I refer to the San Francisco Bay. In the late 1960's the state of California was faced with the same problems with which we are concerned today. A study of their Bay revealed that in just one hundred years they had managed to reduce the size of the Bay from 680 square miles to only 435 square miles. They found thirty garbage and refuse dumps; mudflats littered with debris; 300 sewage and industrial waste pipes; tidal lands filled for warehouses, parking lots, airports, and housing developments. Seventy percent of the harbor waters was less than eighteen feet deep. As a result, they had the problems of water polution and smog caused by environmental and climatic changes. They decided to do something about the situation and organized to do so.[1] It would be interesting to see such a study of our area. No doubt we would find many similarities between the two harbors. They found that the use of the landfill concept had created more problems than it had helped.

I point this out to emphasise that we can not continue to <u>react</u> to the present need, or even to the projected needs for the next twenty or thirty years. We need to think in terms of one hundred years and more. If you do so, you will realize that the landfill concept is not adequate. If you do so, you will realize that none of the designated disposal sights in the so-called "inner harbor" can be justified.

Now, I am not so naive as to deny the economics of such a venture. I know that it cost money to operate a port. The construction and maintenance of the channels are but a part of this cost. A recent article in the promotional section of <u>The Virginia Pilot-Ledger Star</u> vividly explains the vital role

the port and cargo terminals play in the overall economy of the state, not just this area. It briefly describes the competition we have with other ports, such as Baltimore, Philadephia, and New York. Because the state government is aware of the statewide economic ties to the harbor, the Governor and the General Assembly have taken action to promote and improve the port.[2] After a ten-year study on cost-sharing the state and federal governments have reached agreement for deepening the channels. This construction started in March of this year on a 50-50 cost-sharing basis. And the federal government, realizing the need of financial assistance to the states for maintaining the channels once constructed, enacted in April, 1987, a law permitting the levying of a "users fee" on each ocean carrier entering port. As you know, this fee is based on the value of cargo loaded or discharged at the port. It is put into a U. S. Trust Fund specifically designated for harbor maintenance.

These actions by both the federal and state governments are encouraging, and may to some extent assist you in the selection of a disposal site. Cost of moving the dredge material to the disposal site is one of the factors to be considered in the selection of a site. Knowing, however, that revenues are now available from the federal and state governments as well as the ocean carriers, will allow you more latitude when estimating the cost factors over a longer period of time. Remember that short-term, cost saving measures may not prove to be the best in long-range planning and benefits.

So, I challenge you to be visionary in your planning. Preserve the harbor and its tributaries. Protect it from landfills which can only reduce its natural ability to flush itself, and scar its beauty. Think creatively, not just to meet the existing needs for the present, but forthe century to come. Remember, as long as ships ply the seas from port to port, channels will have to be dredged to accomodate them. The disposal of the dredge material has been a problem in the past, faces us now, but will continue into the future, with no end in sight. Let history say of us that we had the wisdom to foresee this endless need, and took steps to cope with it.

Thank you,

Clarice C. Johnson

Clarice C. Johnson

1. Readers Digest, "Battle of San Francsio Bay", March, 1969.

2. The Virginian Pilot-Ledger Star, "Cargo Terminals Get Recognition As State Resource", August 4/5, 1987

Plan Formulation Branch
Norfolk District Corps of Engineers
Norfolk, Virginia

August 7, 1987

Dear Sir:

At previous public hearings, the public was afforded the opportunity to address questions to the panel and have the panel respond.

I understand and appreciate the fact that this procedure would not be feasible until you have updated the studies and findings on the several proposed sites.

However, once this data is compiled, and before the Corp makes it final recommendation, I request that another public hearing be conducted in which citizens and other interested parties will be able to address questions to the panel and receive responses.

Thank you,

Clarice C. Johnson

Clarice C. Johnson
5056 Bay Circle
Suffolk, Virginia, 23435

County of Isle of Wight

PUBLIC RECREATIONAL FACILITIES AUTHORITY

ALAN S. NOGIEC, DIRECTOR
OF PARKS AND RECREATION

OFFICE 804 357-2291
804 357-2217

ROUTE 2, BOX 4
CARROLLTON, VIRGINIA 23314

COMMISSIONERS

DR. A. C. ROGERS
CHAIRMAN

MRS. OTELIA RAINEY
VICE CHAIRMAN

MR. ROY E. SKINNER, SR.

W. PARKER COUNCILL
LEGAL ADVISOR/TREASURER

JOE ANN BRADSHAW
SECRETARY

MR. FRED D. THOMPSON

MR. JEREMIAH CUFFEY

August 18, 1987

Mr. J. J. Thomas
Colonel, U.S. Army
Norfolk District Corp. of Engineers
Fort Norfolk
803 Front Street
Norfolk, VA. 23510-1096

Dear Col. Thomas;

Byway of a recent newspaper article we became aware of the Public Hearing held August 6, 1987 at Churchland Junior High School.

It is of extreme concern to all members of this Agency as to the detrimental effect that this activity would have pertaining to the environmental balance and the aesthetic significant on one of the few nature preservations in our area. As you can imagine, with this Agency having charge of providing recreational facilities and programs through out the County, this facility plays a significant role in providing for passive type recreational activities such as Birdwatching, Nature Walks, Canoe Trails, and just the opportunity to get away to a area that is undisturbed and can provide both relaxing and educational opportunities to residents and visitor in this region of Virginia.

Therefore this Agency unanimously opposes the use of Ragged Island Wild Life Refuge as a Spoils Dumpsite. In addition we strongly urge the Corp. to discontinue any consideration of this area as a possible sit

In as much as we were unaware of the August 6, 1987 meeting, I ask that this correspondence be recorded as a part of that meeting, stating our opposition.

Your attention to this matter is appreciated.

Sincerely,

Fred D. Thompson

Fred D. Thompson, Chairman

cc: Myles E. Standish, County Administrator

Exhibit 113

LAW OFFICES
BREEDEN, MACMILLAN & GREEN

ROBERT R. MACMILLAN
BERRYMAN GREEN, IV
WILLIAM E. BAGGS
EDWARD L. BREEDEN, III
GEORGE H. BOWERS, JR.
DAVID K. SUTELAN
JOHN F. NEWHARD, JR.
T. JEFFREY SALB
S. LAWRENCE DUMVILLE

1700 FIRST VIRGINIA BANK TOWER
101 ST. PAUL'S BOULEVARD
NORFOLK, VIRGINIA 23510

TELEPHONE 804-622-1111
TELECOPIER 804-622-4049

MICHAEL T. ZUGELDER
JAMES H. FLIPPEN, III
ALLEN W. BEASLEY
KEITH D. DENSLOW
JAMES L. WINDSOR
LANCE A. JACKSON

EDWARD L. BREEDEN, JR.
COUNSEL

August 28, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk - 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

I am president of the Willoughby Civic League and am taking this opportunity to echo those sentiments expressed by James B. Oliver, Jr., City Manager for the City of Norfolk, in his correspondence to you dated August 3, 1987 concerning the Corps' Long Term Dredge Spoil Disposal Plan for the Norfolk harbor and channels. While I have not conducted a formal poll, the unanimous consensus of those property owners and occupants of Norfolk's bay front communities with whom I have spoken is that they do not want Ocean View or Willoughby Bay to be considered by the Corps as disposal sites. I would suggest, however, that a more serious investigation be made of sites near the peninsula, e.g., Hampton flats, Hampton bar, Poquoson flats and the Virginia Beach disposal site (Dam Neck).

This does appear to be a significant issue, and I am most interested in knowing whether the Corps would be willing to make a brief, informal presentation on this matter to the Willoughby Civic League membership. Please advise. Your prompt response to this request would be greatly appreciated.

Sincerely,

BREEDEN, MACMILLAN & GREEN

By KD Denslow
Keith Denslow

KD/saf
cc: James B. Oliver, Jr.

Hampton Roads Maritime Association
INCORPORATED

228-236 E. PLUME STREET P. O. BOX 3487
NORFOLK, VIRGINIA 23514-3487
(804) 622-2639

President's E Award for Export Service

September 3, 1987

Colonel J. J. Thomas, CE, USA
District Engineer
U. S. Army Engineer District, Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

On August 6, 1987, you conducted a Public Scoping Meeting on Norfolk Harbor and Channels, Virginia, Long-Term Disposal. We regret not being in a position to attend the meeting and to present comments. However, we now offer this letter for the record covering long-term disposal.

Our past experience has been that a disposal site or sites in the inner harbor area of Hampton Roads is essential for dredge materials for the future operations of the Port of Hampton Roads. Such a disposal site should be in close proximity to dredging requirements.

Our major concerns focus on whether the port would have to rely solely on ocean dumping in the future for dredge materials.

Our following comments should be addressed by the Corps of Engineers before any determination is made.

The adverse consequences of using ocean dumping for dredged material must be fully addressed by the Corps of Engineers, according to our Ad Hoc Committee on Coal and Dredging. Permits for using such open waters for dumping dredged materials would be required for all users, from the small projects involving maintenance dredging at a pier, to the large construction projects of deepening channels or construction of a new super aircraft carrier berth.

Ocean dumping should also be analyzed for reliability as a disposal site on an ongoing basis similar to the Craney Island Disposal Area (CIDA) concept. Your study should address the question if the ocean site had been designated, permitted and used for materials dredged from the Port of Hampton Roads, what would be the impact on .

commercial and military maritime interests if the dumping permits to use it would be revoked pending an environmental study of an ocean disaster such as the recent dolphin deaths as noted in the news media. As an example, dredging of the James River was suspended for six years due to the kepone incident.

Alternatives to ocean dumping must be also fully studied by the Corps of Engineers to determine where "not suitable materials" for ocean dumping could be deposited. Today, the mixture of "suitable" and "not suitable" dredged materials contained in the CIDA is totally acceptable since the "not suitable materials" have been substantially diluted. However, an assessment by the Corps of Engineers should be made in terms of probable environmental impact, social well-being and economic factors should only "not suitable materials" be deposited in the future at CIDA.

While the Hampton Roads Maritime Association would not opppose any expansion of the CIDA, we believe the Corps of Engineers should consider several smaller disposal sites in the inner harbor area of Hampton Roads to eventually succeed CIDA. As an example, the Newport News Bar reportedly has been determined to be environmentally feasible to accommodate a fill site.

Finally, we would appreciate briefings from your staff when significant findings have been reached during your course of study for a long-term disposal area.

Sincerely,

G. ROBERT COWAN
President

GRC/dwp

cc: Senator John W. Warner, Jr.
Senator Paul S. Trible, Jr.
Congressman Herbert H. Bateman
Congressman Owen B. Pickett
Congressman Norman Sisisky

Dominion Terminal Associates

P.O. Box 967 A
Newport News, VA 23607
804 245-2275

DTA

September 3, 1987

Colonel J. J. Thomas
U. S. Army Engineering District - Norfolk
803 Front Street
Norfolk, Virginia 23510

Subject: Future Dredge Disposal Site

Dear Colonel Thomas:

At the public hearing in Portsmouth on August 6, 1987 ocean dumping of dredging spoils was discussed. We would like to express our concern that open ocean dumping would sharply increase the cost of our maintenance dredging program.

We would like to urge the Corps of Engineering to look for an ecologically suitable disposal site in the Hampton Roads Harbor area.

Very truly yours,

Howard B. Phillips
President and Chief Operating Officer

HBP/pwm

Exhibit 116

Newport News Shipbuilding
A Tenneco Company

4101 Washington Avenue
Newport News, Virginia 23607
804 380-2000

September 3, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

SUBJECT: Long-Term Dredge Spoil Disposal for the Port of Hampton Roads

REFERENCE: Your July 2, 1987 Notice of Public Scoping Meeting on August 6, 1987 in Portsmouth, Virginia

Dear Colonel Thomas:

We fully support your efforts to initiate planning for long-term dredge spoil disposal. We believe that spoil disposal is of significant importance and that planning for it must be done in a positive manner.

Newport News Shipbuilding and Dry Dock Company operates and maintains major shipbuilding and ship repair facilities on the lower James River. We are nearing completion of dramatically different and technically state-of-the-art facilities which are a part of our latest modernization program. Major features of our plant include seven piers, two outfitting berths, seven dry docks (three of which are equipped for shipbuilding), and the new Land Level Facility for building two or more vessels under-roof simultaneously. That facility includes a Floating Dry Dock for launching these vessels. We employ approximately 27,000 highly skilled and technically qualified personnel for the design, planning and scheduling, construction, and overhaul and repair, including refueling, of the most complicated vessels in the world today. Despite all of our skills, technology, know-how, equipment, and facilities, our ability to receive or deliver a given vessel on time, or at all, can be beyond our control without operable facilities within a reasonable proximity that are capable of accepting dredge-spoil on very short notice.

As a major user of the existing Craney Island Disposal Facilities, we have come to depend upon it and have developed a keen sense of appreciation for the initiative and foresight of those responsible for building it. That appreciation is heightened by the memory of our experiences in 1976 when we needed to move some 10,000 cubic yards of material, in order to launch the first of the large LNG vessels we built, during a moratorium on dredging declared because of kepone concerns. Any major storm over the upper James River water shed can, without notice, create a situation nearly as critical as far as the capability to move vessels is concerned. Accordingly, we applaud your efforts to bring before the public the matter of planning for long-term disposal of dredge spoil in the Hampton Roads Port area as expressed by the notice referenced above.

We acknowledge that our interests in having a disposal site for dredge spoil are somewhat self-serving. However, our interests go far beyond our own fences because we are aware of the benefits of such a disposal facility on our country's national defense efforts as they pertain to this port area. We are also aware of the positive impact of shipping activities in this port area as they affect the economy, growth, and employment of all of Virginia and the surrounding states, as shown by the Tayloe Murphy studies a few years ago. In the best interests of ourselves, the Commonwealth of Virginia, and the nation, we urge you to continue with the studies and planning to ensure that the disposal of dredge spoil for the inner harbor area of Hampton Roads will be done in an acceptable and economical manner far into the future. Dredge spoil disposal is important to all shipping interests in this area, and it must not be allowed to cease for any reason.

We thank you for providing the forum to bring this matter before the public. If there are specific actions that we can take to support your efforts, please call on us.

Yours very truly,

F. F. Sanders

F. F. Sanders
Director, Technical Services

FFS:lch

cc: J. E. Turner, Jr.
L. C. Herring, Jr.

COMMONWEALTH of VIRGINIA

Council on the Environment

KEITH J. BUTTLEMAN
ADMINISTRATOR

903 9TH STREET OFFICE BUILDING
RICHMOND 23219
804 786 4500

September 8, 1987

Colonel J.J. Thomas
District Engineer
U.S. Army Corps of Engineers
803 Front Street
Norfolk, VA 23510

Dear Colonel Thomas:

The Commonwealth of Virginia has completed its review of the scoping notice concerning the study to be conducted on the long-term disposal of dredged material from Norfolk Harbor and the Inner Harbor Channels. The Council on the Environment is responsible for coordinating Virginia's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. The following agencies joined in this review:

Virginia Marine Resources Commission
State Water Control Board
Department of Conservation and Historic Resources
Virginia Institute of Marine Sciences
Department of Health
Department of Game and Inland Fisheries
Department of Waste Management
Virginia Port Authority.

The Port of Hampton Roads is the largest coal handling port in the United States and is also vital to national defense. The study underway will investigate dredged material disposal requirements assuming inner harbor channels are dredged to a depth of 55 feet to allow maximum use of port facilities. A Draft Environmental Impact Statement is to be released in the summer of 1989 in connection with this study. The state agencies responsible for the management of Virginia's environment will carefully review the Army Corps of Engineers' dredged material disposal plans to ensure that the final plan is environmentally sound. The study on long-term disposal needs, particularly for the channels of the Inner Harbor area of Hampton Roads, should take into account a number of matters without duplicating the extensive work which has gone before on the general subject of Hampton Roads dredging and disposal.

The discussion of the purpose of long-term disposal planning should include a careful analysis of present and anticipated needs for increased navigational access and the environmental and economic costs of dredge and disposal operations. Estimates of the volume of material to be produced by dredging and maintenance dredging should be developed for each channel according to anticipated navigation needs. Attention should also be given to sedimentation patterns and the rate at which dredged channels are refilled. The study should consider combinations of disposal sites as alternatives. This might be accomplished by presenting low, medium, or high assumptions for the production of particular types of dredged material and comparing this to the available storage capacity in the potential disposal sites.

Use of dredged material for beach nourishment is a priority of the Commonwealth. The General Assembly of Virginia amended the Code of Virginia by adding section 21-11.16:1 indicating that the beaches of the Commonwealth should be given priority consideration as sites for the disposal of dredged material suitable for beach nourishment. The Secretary of Natural Resources is responsible for determining whether dredged material is suitable for beach nourishment. The Corps should allow the Commonwealth to determine whether any portion of dredged materials is of sufficient quality to be placed on Virginia's beaches. Army Corps should make all reasonable efforts to provide material determined to be suitable for beach nourishment to the Commonwealth in lieu of ocean disposal. Similarly, all dredged material that would be suitable for highway fill or other construction purposes should be used accordingly. Agencies of the Commonwealth which can use dredged material for the aforementioned purposes should be involved as early as possible in the planning process.

A number of the disposal site alternatives presented in the public notice for this scoping effort present environmental issues which go beyond the consideration of storage capacity of a given potential disposal site. Potential disposal sites should be described sufficiently in the "Environmental Consequences" and "Alternatives" sections of the Study and Draft EIS to allow a thorough analysis of the type of habitat and natural resources to be affected. Examples of the resource values at issue in these sites include the following:

- o Ragged Island is a Wildlife Management Area belonging to the Department of Game and Inland Fisheries. It is one of the wetland areas in the United States placed on the list of "Wetlands of International Importance Especially as Waterfgowl Habitat" in an international treaty, also known as the Ramsar Convention, to which the United States is party. Therefore, the Army Corps of Engineers should delete this site as a possible dredged material disposal site.

- o The Ocean View site is an area which contains productive clam beds. The Horseshoe area also contains clam beds.

- o Hampton Flats is an area where water circulation patterns are critical to shellfish larvae in the James River.

The Draft EIS should carefully analyze the habitats associated with all potential disposal sites to ensure degradation of unique environmental areas does not occur.

The Corps of Engineers should define the boundaries of disposal sites in upland areas to reduce impacts to wetlands as a result of dredged material disposal. The productivity of wetlands and subaqueous bottoms of tributaries of the Chesapeake Bay must be protected to prevent further loss of these habitats. Some alternative disposal sites are close to significant wildlife habitat areas or are themselves significant wildlife and wetland habitat; such areas must be carefully evaluated before they are used for dredged material disposal. Disposal alternatives must also minimize impacts to public beaches, other recreational areas, and historic sites.

This study should thoroughly explore the cost and feasibility of all non-structural means of dredged material disposal including the use of open-ocean disposal for material that meets open-ocean disposal criteria. Costs of particular disposal alternatives should include the cost of development and implementation of long-term mitigation plans needed if wetland or subaqueous habitats are threatened or lost. The Corps should explore the cost and feasibility of removing clean material now in Craney Island and transporting it to ocean disposal sites to maximize the useful life of Craney Island for the containment of dredged material not suitable for ocean disposal.

Much of the material that will not be suitable for ocean disposal will originate in the South Branch of the Elizabeth River. Special consideration should be given to developing dredging management techniques that will minimize the need to handle potentially toxic dredged materials as they are removed from the

Elizabeth River. The Virginia Department of Waste Management is the state agency responsible for evaluation of sites for disposal of toxic materials and they expect to be consulted with regard to this phase of planned disposal operations.

We recommend that the Study and Draft EIS demonstrate careful attention to the comments made in this letter. Please keep us informed as the study progresses.

Thank you for the opportunity to participate in the scoping process for this project.

Sincerely,

Keith J. Buttleman

cc: The Honorable John W. Daniel, II
Mr. Thomas A. Barnard, VIMS
Mr. Harry E. Gregori, DWM
Mr. Leon E. App, DCHR
Mr. William E. Neal, DGIF
Mr. Norman E. Larsen, VMRC
Mr. Les Balderson, VWCB
Mr. Robert F. Jackson, SWCB-Virginia Beach
Dr. Robert E. Croonenberghs, DOH

Hampton
AMERICA'S FIRST

City Manager

September 10, 1987

Norfolk District
Corps of Engineers
803 Front Street
Norfolk VA 23510-1096

ATTENTION: Col. J. J. Thomas
District Engineer

RE: Future Dredge Material Disposal Sites

Dear Col. Thomas:

The City of Hampton is aware of the Army Corps of Engineers' study on future disposal areas for the Hampton Roads and lower Chesapeake Bay dredge disposal requirements. One of the sites under consideration is a disposal site east of Hampton's Buckroe Beach. Hampton currently has a consulting team from Espey-Huston, Inc. and Langley & McDonald, Consulting Engineers, working on a plan for Hampton to provide beach nourishment and protection along its Chesapeake Bay beachfront. Part of the plan is a comprehensive look at the shoreline's behavior over a span of approximately 150 years. Should the Corps' evaluation of the potential sites scattered around the Tidewater region indicate the Buckroe site to be one of the higher priorities of all considered, Hampton would appreciate the opportunity to participate in the refined analysis.

Under a comprehensive shoreline policy adopted by Hampton City Council in June 1986 much in the way of public improvement, parks and recreational development, beach access, and economic development is actively taking place. A significant investment is being made in upscale residential projects and water associated amenities. All of this raises concern from Hampton's viewpoint pertaining to an offshore disposal site and we are opposed to a disposal site at this location. Any change in this position would have to be based on overriding benefits that may provide additional economic development opportunity and shoreline protection.

Our shoreline study by the two previously mentioned consulting firms could prove very beneficial in the Corps' analysis. On behalf of Hampton I would request the opportunity

CITY OF HAMPTON: (804) 727-6392
22 LINCOLN STREET, HAMPTON, VIRGINIA 23669

to be closely involved should this site become a candidate for refined study.

Per previous representation at the public meeting held in Portsmouth in August, a spokesman for the City of Hampton has indicated our continuing desire to be considered if beach quality sand material is derived from any lower Bay dredge project.

Hampton is clearly not in favor at this time of utilizing the Hampton Flats area for a disposal site.

We appreciate the opportunity to provide comment on this Corps study and look forward to working with you in the future.

Sincerely,

Robert J. O'Neill, Jr.
City Manager

RJO:ra
cc: Tom Daniel, Parks Director

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

September 18, 1987

Plan Formulation Branch

Mr. Robert J. O'Neill, Jr.
City Manager
City of Hampton
22 Lincoln Street
Hampton, Virginia 23669

Dear Mr. O'Neill:

Please refer to your letter of September 10, 1987 concerning our study on future disposal sites for the Port of Hampton Roads. This effort is being conducted in cooperation with the Virginia Port Authority.

The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

The study will reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration alternatives such as the horseshoe area off Buckroe Beach and Hampton Flats on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

As you know, we conducted a Public Scoping Meeting on August 6, 1987 in Portsmouth, Virginia. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. In this connection, I am including your letter as a part of the official record of this scoping meeting.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions for material dredged from the inner harbor area. I can assure you that your comments and

concerns will be given full consideration in our study, and you will be kept abreast of developments relative to the formulation of a long-term disposal plan. Furthermore, you will be directly involved with any studies of the Buckroe Beach and Hampton Flats sites should these areas progress to the detailed planning stage.

With regard to the outer harbor or lower bay area, we hope to initiate our long-term disposal studies either later this year or during 1988. Due to the presence of sand in the lower bay channels, emphasis will be given to determining whether there is a Federal interest in cost sharing the disposal of sand on area beaches for nourishment purposes. The city of Hampton will be included in this effort. As you suggested, Hampton's shoreline study which is currently being conducted by Espey-Huston, Inc., and Langley and McDonald should prove beneficial in our studies of beach disposal.

Thank you for your interest in our long-term disposal studies. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

J. J. Thomas
Colonel, U.S. Army
District Engineer

SECTION 2

PERTINENT CORRESPONDENCE

APPENDIX F

PERTINENT CORRESPONDENCE

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October 6, 1987

Plan Formulation Branch

Honorable Norman Sisisky
House of Representatives
801 Water Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

During the temporary absence of the District Engineer, Colonel J.J. Thomas, I am responding to your inquiry of September 30, 1987 in behalf of Mr. J. J. Phares, concerning consideration of the westward expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at 7:30 p.m., at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study.

Similarly, we will consider all of Mr. Phares' concerns and suggestions as expressed by his letter of September 28, 1987. Should the westward expansion of Craney Island progress to the detailed planning stage, we will address his specific concerns with respect to erosion, marine life, destruction of panoramic view, devaluation of property, and blocking of boat access to Hampton Roads. In addition, we plan to evaluate the ocean disposal alternative as suggested by Mr. Phares.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Mr. Phares, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your continued interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

Billy W. Frost
Lieutenant Colonel, U. S. Army
Acting District Engineer

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
MILITARY INSTALLATIONS AND FACILITIES SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
MILITARY PERSONNEL AND COMPENSATION SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
GENERAL OVERSIGHT SUBCOMMITTEE
ENERGY, ENVIRONMENT AND SAFETY ISSUES SUBCOMMITTEE

SELECT COMMITTEE ON AGING
HEALTH AND LONG-TERM CARE SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

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WASHINGTON, DC 20515
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PETERSBURG, VA 23803
(804) 732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
(804) 634-5575

September 30, 1987

Colonel Joseph J. Thomas
Corps of Engineers
Norfolk District, Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

I have enclosed a copy of the correspondence I have received from J. J. Phares, 5044 Bay Circle, Suffolk, Virginia 23435.

Please examine the contents and answer the questions raised.

Please respond to my staff at 801 Water Street, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfs
enc: 1

28 September 1987

The Honorable Norman Sisisky
801 Water Street
Portsmouth, VA 23704

Dear Congressman Sisisky:

The purpose of this letter is to express my very strong opposition to the westward expansion of the Craney Island disposal area proposed by the Corps of Engineers as a disposal site for harbor dredging waste.

I live in Suffolk at the mouth of Hoffler Creek. My family has owned this property for 37 years.

My opposition is based on the following four points:

Erosion was not a problem in my area until the present disposal area was started. Since then, erosion has done considerable damage and seems to be accelerating. I am concerned that extension of the disposal area will greatly accelerate erosion, perhaps to the point that corrective action is beyond my financial means and I could lose the property. I also know that erosion effects can not be exactly predicted with respect to the extension.

I know the expansion will have serious adverse effects on marine life in Hampton Roads and in Hoffler Creek, both of which are rich in crabs, fish, oysters and waterfowl.

The expansion will ruin my beautiful panoramic view of Hampton Roads and will significantly devalue my property, perhaps even blocking my access by boat to Hampton Roads.

Ocean disposal is a viable option.

For the reasons given above, I strongly urge you to oppose any expansion of the Craney Island disposal area. I would greatly appreciate a reply to advise me of your position in this matter and of your best estimate as to whether or not this westward expansion will become a reality. I would also like to know the timetable.

Sincerely,

J. PHARES
5044 Bay Circle
Suffolk, VA 23435

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

October 6, 1987

Plan Formulation Branch

Honorable Herbert H. Bateman
House of Representatives
1527 Longworth House Office Building
Washington D.C. 20515-4601

Dear Mr. Bateman:

During the temporary absence of the District Engineer, Colonel J. J. Thomas, I am responding to your inquiry of September 29, 1987 in behalf of Mr. G. Robert Cowan, President, Hampton Roads Maritime Association, concerning the future disposal of dredged material from the inner harbor of Hampton Roads.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as ocean disposal on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at 7:30 p.m. at Churchland Junior High School. The purpose of this meeting was to give all

nterested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study.

Similarly, we will consider Mr. Cowan's concerns and suggestions in the study and include his letter of September 3, 1987 in the official record of our public scoping meeting. I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Mr. Cowan, will be kept abreast of developments relative to the formulation of a long-term disposal plan. We will be happy to conduct specific briefings for the Hampton Roads Maritime Association as these developments occur.

Thank you for your continued interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

Billy W. Frost
Lieutenant Colonel, U. S. Army
Acting District Engineer

HERBERT H. BATEMAN
1ST DISTRICT, VIRGINIA

COMMITTEES
ARMED SERVICES
MERCHANT MARINE AND FISHERIES

CO-CHAIRMAN, CONGRESSIONAL SPACE CAUCUS

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(804) 443-4740

BOX 447
ACCOMAC, VA 23301-0447
(804) 787-7838

Congress of the United States
House of Representatives
Washington, DC 20515-4601

September 29, 1987

Colonel J. J. Thomas, CE, USA
District Engineer
U.S. Army Engineer District, Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

Recently, G. Robert Cowan, President of the Hampton Roads Maritime Association, wrote to you with suggestions concerning the citing of long term disposal areas for dredged materials. Enclosed is a copy of his letter. I encourage you to give this your full attention.

With kind regards, I am

Sincerely yours,

Herbert H. Bateman
Member of Congress

HHB/gpfc

Hampton Roads Maritime Association
INCORPORATED
228-236 E. PLUME STREET P. O. BOX 3487
NORFOLK, VIRGINIA 23514-3487
(804) 622-2639

President's E Award for Export Service

September 3, 1987

Colonel J. J. Thomas, CE, USA
District Engineer
U. S. Army Engineer District, Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

On August 6, 1987, you conducted a Public Scoping Meeting on Norfolk Barbor and Channels, Virginia, Long-Term Disposal. We regret not being in a position to attend the meeting and to present commehts. However, we now offer this letter for the record covering long-term disposal.

Our past experience has been that a disposal site or sites in the inner harbor area of Hampton Roads is essential for dredge materials for the future operations of the Port of Hampton Roads. Such a disposal site should be in close proximity to dredging requirements.

Our major concerns focus on whether the port would have to rely solely on ocean dumping in the future for dredge materials.

Our following comments should be addressed by the Corps of Engineers before any determination is made.

The adverse consequences of using ocean dumping for dredged material must be fully addressed by the Corps of Engineers, according to our Ad Hoc Committee on Coal and Dredging. Permits for using such open waters for dumping dredged materials would be required for all users, from the small projects involving maintenance dredging at a pier, to the large construction projects of deepening channels or construction of a new super aircraft carrier berth.

Ocean dumping should also be analyzed for reliability as a disposal site on an ongoing basis similar to the Craney Island Disposal Area (CIDA) concept. Your study should address the question if the ocean site had been designated, permitted and used for materials dredged from the Port of Hampton Roads, what would be the impact on

commercial and military maritime interests if the dumping permits to use it would be revoked pending an environmental study of an ocean disaster such as the recent dolphin deaths as noted in the news media. As an example, dredging of the James River was suspended for six years due to the kepone incident.

Alternatives to ocean dumping must be also fully studied by the Corps of Engineers to determine where "not suitable materials" for ocean dumping could be deposited. Today, the mixture of "suitable" and "not suitable" dredged materials contained in the CIDA is totally acceptable since the "not suitable materials" have been substantially diluted. However, an assessment by the Corps of Engineers should be made in terms of probable environmental impact, social well-being and economic factors should only "not suitable materials" be deposited in the future at CIDA.

While the Hampton Roads Maritime Association would not opppose any expansion of the CIDA, we believe the Corps of Engineers should consider several smaller disposal sites in the inner harbor area of Hampton Roads to eventually succeed CIDA. As an example, the Newport News Bar reportedly has been determined to be environmentally feasible to accommodate a fill site.

Finally, we would appreciate briefings from your staff when significant findings have been reached during your course of study for a long-term disposal area.

Sincerely,

G. ROBERT COWAN
President

GRC/dwp

cc: Senator John W. Warner, Jr.
Senator Paul S. Trible, Jr.
Congressman Herbert H. Bateman
Congressman Owen B. Pickett
Congressman Norman Sisisky

October 14, 1987

Plan Formulation Branch

Honorable Paul S. Trible, Jr.
United States Senate
Washington DC 20510

Dear Senator Trible:

I am responding to your inquiry of October 7, 1987 in behalf of Mr. J. J. Phares, concerning consideration of the westward expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at 7:30 p.m., at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study.

Similarly, we will consider all of Mr. Phares' concerns and suggestions as expressed by his letter of September 28, 1987. Should the westward expansion of Craney Island progress to the detailed planning stage, we will address his specific concerns with respect to erosion, marine life, destruction of panoramic view, devaluation of property, and blocking of boat access to Hampton Roads. In addition, we plan to evaluate the ocean disposal alternative as suggested by Mr. Phares.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Mr. Phares, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your continued interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

J. J. Thomas
Colonel, U.S. Army
District Engineer

PAUL TRIBLE
VIRGINIA

United States Senate

WASHINGTON, D.C. 20510

October 7, 1987

Colonel Joseph J. Thomas
U. S. District Engineer
Department of Army
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Attached is a copy of information I recently received from J.J. Phares regarding the possible expansion of Craney Island.

I would appreciate your reviewing the enclosed information and providing me with a status report on this matter at your earliest opportunity.

Thank you for your assistance.

Sincerely,

Paul Trible

PT:sb
Enclosure

28 September 1987

The Honorable Paul Trible
Box 59
2101 Executive Drive
Hampton, VA 23666

Dear Senator Trible:

The purpose of this letter is to express my very strong opposition to the westward expansion of the Craney Island disposal area proposed by the Corps of Engineers as a disposal site for harbor dredging waste.

I live in Suffolk at the mouth of Hoffler Creek. My family has owned this property for 37 years.

My opposition is based on the following four points:

Erosion was not a problem in my area until the present disposal area was started. Since then, erosion has done considerable damage and seems to be accelerating. I am concerned that extension of the disposal area will greatly accelerate erosion, perhaps to the point that corrective action is beyond my financial means and I could lose the property. I also know that erosion effects can not be exactly predicted with respect to the extension.

I know the expansion will have serious adverse effects on marine life in Hampton Roads and in Hoffler Creek, both of which are rich in crabs, fish, oysters and waterfowl.

The expansion will ruin my beautiful panoramic view of Hampton Roads and will significantly devalue my property, perhaps even blocking my access by boat to Hampton Roads.

Ocean disposal is a viable option.

For the reasons given above, I strongly urge you to oppose any expansion of the Craney Island disposal area. I would greatly appreciate a reply to advise me of your position in this matter and of your best estimate as to whether or not this westward expansion will become a reality. I would also like to know the timetable.

Sincerely,

J. J. PHARES
5044 Bay Circle
Suffolk, VA 23435

November 9, 1987

Plan Formulation Branch

Mr. George L. Hanbury II
City Manager
City of Portsmouth
Post Office Box 820
Portsmouth, Virginia 23705

Dear Mr. Hanbury:

Please refer to your letter of October 7, 1987 and our meeting on November 4, 1987 concerning the future use of the Craney Island Disposal Area.

Your understanding that the site of Craney Island will not be available for any use other than disposal for at least 25 to 30 years based on the present method of maintenance disposal is correct.

As you know, we are currently conducting a study to address the long-term disposal problem facing the inner harbor which is the area within the port west of the Hampton Roads Bridge-Tunnel. In this study, we plan to evaluate economical methods of taking dredged material to the ocean. You will be kept abreast of any major developments relative to the formulation of a long-term disposal plan and the impact of this recommendation on the future use of Craney Island.

I hope I have clarified our position on the future of Craney Island. If you have any questions or need additional information, please call me.

Sincerely,

J. J. Thomas
Colonel, U.S. Arm
District Engineer

City of Portsmouth

Virginia 23705

Office of the
City Manager

P. O. Box 820
804 393-8641

October 7, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

I am writing to request your assistance concerning a decision made by the Army Corps of Engineers about future use of Craney Island. I understand that the Corps has determined, based upon the present method of maintenance disposal, that the site of Craney Island will not be available for any use for at least 30 years. Could you please send me a letter which either confirms this interpretation or corrects it?

Thank you for your help in this matter.

Sincerely,

George L. Hanbury II

George L. Hanbury II
City Manager

GLH/bch

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

November 24, 1987

Plan Formulation Branch

Honorable Norman Sisisky
House of Representatives
801 Water Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of November 18, 1987 in behalf of Ms. Mary Eddins, concerning consideration of the westward expansion of Craney Island for future disposal of dredged material.

As you know, the Norfolk District in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at 7:30 p.m., at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study.

Similarly, we will consider Ms. Eddins' concerns as expressed in your letter. In this regard, Ms. Eddins is correct in her belief that the westward expansion schemes under consideration would go beyond the limits of the authorization for the existing Craney Island Disposal Area. However, the expansion schemes would involve the construction of levees to fully contain the dredged material and prevent it from escaping from the site onto adjacent properties.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Ms. Eddins, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your continued interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

J. J. Thomas
Colonel, U.S. Army
District Engineer

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SEPVICES COMMITTEE
MILITARY INSTALLATIONS AND FACILITIES SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
MILITARY PERSONNEL AND COMPENSATION SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
GENERAL OVERSIGHT SUBCOMMITTEE
ENERGY, ENVIRONMENT AND SAFETY ISSUES SUBCOMMITTEE

SELECT COMMITTEE ON AGING
HEALTH AND LONG-TERM CARE SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE
428 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-4586

CONSTITUENT SERVICE OFFICES
801 WATER STREET
PORTSMOUTH, VA 23704
(804) 393-2068

VA 1ST SAVINGS AND LOAN BUILDING
FRANKLIN AND ADAMS STREET, #807
PETERSBURG, VA 23803
(804) 732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
(804) 634-6675

November 18, 1987

Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510

Dear Sir/Madam:

I am contacting you on behalf of Ms. Mary Eddins, a resident of 4601 River Shore Road, in Portsmouth, Virginia regarding her concern with the Craney Island land-fill.

I understand her home is located near the land-fill and she is concerned with the westerly expansion of the land-fill. Apparently she feels this expansion or build-up goes beyond the present permit. I also understand she is concerned with the expansion of the landfill and feels that the silt that will be pumped in this area of Craney Island will wash down on her property if there is rain or a storm.

Please review her concerns as soon as possible and respond to 801 Water Street, Portsmouth, Virginia 23704.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfs

February 10, 1988

Plan Formulation Branch

Dr. Leonard J. Ravitz
1459 Bayville Street
Norfolk, Virginia 23503-1004

Dear Dr. Ravitz:

Your letter of January 30, 1988 to the Honorable George H. Heilig, Jr., House of Delegates, concerning the Willoughby Bay disposal alternative has been referred to this office for direct reply.

The Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. Willoughby Bay is just one of numerous alternatives under consideration. In this connection, we cannot eliminate an alternative such as Willoughby Bay on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at Churchland Junior High School. The

purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. Similarly, we will consider your concerns as expressed in your letter.

In this regard, I am not aware of any claim by this office that just because the Navy has filled a portion of the east end and a new marina has taken up a small part of the west end, the entire bay might as well be filled in as a disposal area. I should also mention that Mr. Bill Brown, my Public Affairs Officer, made a presentation on the long-term disposal study to the Willoughby Civic League on October 14, 1987. The Willoughby Civic League has formally expressed its opposition to both the Willoughby and Ocean View disposal alternatives.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Mr. Heilig, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761. I am furnishing Mr. Heilig a copy of this letter.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES

RICHMOND

GEORGE H. HEILIG, JR.
700 NEWTOWN ROAD
NORFOLK, VIRGINIA 23502

EIGHTY-SIXTH DISTRICT

February 3, 1988

COMMITTEE ASSIGNMENTS:
PRIVILEGES AND ELECTIONS
APPROPRIATIONS
CORPORATIONS, INSURANCE AND BANKING

U. S. Army
Engineers District, Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Sir:

Enclosed please find a copy of a letter from a constituent of mine, Dr. Leonard J. Ravitz of Norfolk, Virginia.

As this issue would fall under the jurisdiction of the Federal Government and not the State Legislature, I would ask that you investigate the claim of Dr. Ravitz's that the Army Corps of Engineers has designated Willoughby Bay as a spoil area.

I would appreciate your directing your reply to Dr. Ravitz and sending me a copy.

Thank you in advance for your earliest attention to this matter.

Sincerely,

George H. Heilig, Jr.

GHHJr/vn
Enclosure

cc: The Honorable Owen B. Pickett
Member, U.S. House of Representatives

Dr. Leonard J. Ravitz

1459 Bayville • Jct. I-64 • Willoughby Spit
NORFOLK, VA. 23501-1004

30 January 1988

The Hon. George H. Heilig
General Assembly Building / Capitol Square
RICHMOND VA 23219

Dear Mr. Heilig: The Army Corps of Engineers has again designated Willou
by Bay, Norfolk, as one of their favorite choices for a
spoil area, "Crany Island II." Some decade ago when I was Vice President
the Willoughby Civic League and Chairman of the Landscape, Zoning and Les
Committee, we were able to eliminate such a possibility, but here it is
again.

They claim that as the navy has filled in a portion of the east end and a
the new marina at the west end has also filled in a small part of the bay,
the entire bay might as well be filled in as a spoil area.

Willoughby Bay remains one of the best protected saltwater harbors in the
midAtlantic region, providing the gateway to Norfolk and Virginia Beach,
taining the first two eastbound I-64 interchanges to that area. In 1971,
through the help of the Federal Highway Administration, I was able to hav
important design modifications effected in I-64, its access road (Bayvill
Street), the Exit 70 interchanges, to save valuable waterfront property f
future development, improve both the access and drainage as well as provi
sidewalks. Additionally, we were able to change the I-64 design across th
Willoughby Bay from landfill to concrete trestles to maintain the water c
rents and not damage south shore properties fronting the bay crossing, at
great additional expense to the state. Converting the gateway bay to a sp
area will not only destroy property values and the tax base over the enti
area, but will ruin the regional gateway which also serves as a conservat
stop-off point for migrating birds, and eliminate any possibility of an e
visioned luxury hotel development. Considered sufficiently luxurious and
aginative, by bayside residence which I rebuilt is being photographed for
one of the architectural publications. Though, of course, this would requ
city and naval approval at the proper time, the FAA gave permission to co
struct a building 175 feet high near the gateway eastbound interchange.

Furthermore, the naval seaplane landing base in Willoughby Bay might need
be reactivated in a national emergency.

More logical places certainly can be found to dump dredgings which could
shipped out on a train or dumped in a nongateway, nonconservation, nondev
elopment area.

Your assistance is needed in killing the proposal to fill Willoughby Bay
as a spoil area, and your suggestions will be most appreciated. Thank you
for your help in this critically important matter.

Sincerely

Leonard J. Ravitz, M.D.

LR/vy

February 19, 1988

Plan Formulation Branch

Honorable Owen B. Pickett
House of Representatives
Washington, DC 20515

Dear Mr. Pickett:

I am responding to your inquiry of February 9, 1988 on behalf of the Honorable George H. Heilig, Jr., House of Delegates, Virginia, and Dr. Leonard J. Ravitz concerning the Willoughby Bay disposal alternative.

The Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. Willoughby Bay is just one of numerous alternatives under consideration. In this connection, we cannot eliminate an alternative such as Willoughby Bay on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our

study. Similarly, we will consider Dr. Ravitz's concerns as expressed in his letter of January 30, 1988.

In this regard, I am not aware of any claim by this office that just because the Navy has filled a portion of the east end and a new marina has taken up a small part of the west end, the entire bay might as well be filled in as a disposal area. I should also mention that Mr. Bill Brown, my Public Affairs Officer, made a presentation on the long-term disposal study to the Willoughby Civic League on October 14, 1987. The Willoughby Civic League has formally expressed its opposition to both the Willoughby and Ocean View disposal alternatives.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including yourself, Mr. Heilig, and Dr. Ravitz will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-3761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

OWEN B. PICKETT
2ND DISTRICT, VIRGINIA

1429 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4215

DISTRICT OFFICES:
815 FEDERAL BUILDING
200 GRANBY STREET
NORFOLK, VA 23510
(804) 624-9124

2710 VIRGINIA BEACH BOULEVARD
VIRGINIA BEACH, VA 23452
(804) 486-3710

COMMITTEES:
ARMED SERVICES

SUBCOMMITTEES:
RESEARCH AND DEVELOPMENT
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AND CRITICAL MATERIALS
MILITARY PERSONNEL AND COMPENSATION

MERCHANT MARINE AND FISHERIES

SUBCOMMITTEES
MERCHANT MARINE
COAST GUARD AND NAVIGATION

Congress of the United States
House of Representatives
Washington, DC 20515

February 9, 1988

Col. Joseph H. Thomas, District Engineer
U.S. Army Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I have received the enclosed correspondence in reference to a matter under your jurisdiction.

Your comments would be greatly appreciated.

With kindest regards, I am

Sincerely,

Owen B. Pickett
Member of Congress

OBP/wkh

COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

GEORGE H. HEILIG, JR.
700 NEWTOWN ROAD
NORFOLK, VIRGINIA 23502

EIGHTY-SIXTH DISTRICT

FEB 6 1988

February 3, 1988

COMMITTEE ASSIGNMENTS
PRIVILEGES AND ELECTIONS
APPROPRIATIONS
CORPORATIONS, INSURANCE AND BANKING

U. S. Army
Engineers District, Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Sir:

Enclosed please find a copy of a letter from a constituent of mine, Dr. Leonard J. Ravitz of Norfolk, Virginia.

As this issue would fall under the jurisdiction of the Federal Government and not the State Legislature, I would ask that you investigate the claim of Dr. Ravitz's that the Army Corps of Engineers has designated Willoughby Bay as a spoil area.

I would appreciate your directing your reply to Dr. Ravitz and sending me a copy.

Thank you in advance for your earliest attention to this matter.

Sincerely,

George H. Heilig, Jr.

GHHJr/vn
Enclosure

cc: The Honorable Owen B. Pickett
Member, U.S. House of Representatives

Dr. Leonard J. Ravitz

1459 Bayville • Jct. I-64 • Willoughby Spit
NORFOLK, VA. 23503-1004

30 January 1988

The Hon. George H. Heilig
General Assembly Building / Capitol Square
RICHMOND VA 23219

Dear Mr. Heilig: The Army Corps of Engineers has again designated Willoughby Bay, Norfolk, as one of their favorite choices for a spoil area, "Crany Island II." Some decade ago when I was Vice President of the Willoughby Civic League and Chairman of the Landscape, Zoning and Desig Committee, we were able to eliminate such a possibility, but here it is again.

They claim that as the navy has filled in a portion of the east end and as the new marina at the west end has also filled in a small part of the bay, the entire bay might as well be filled in as a spoil area.

Willoughby Bay remains one of the best protected saltwater harbors in the midAtlantic region, providing the gateway to Norfolk and Virginia Beach, containing the first two eastbound I-64 interchanges to that area. In 1971, through the help of the Federal Highway Administration, I was able to have important design modifications effected in I-64, its access road (Bayville Street), the Exit 70 interchanges, to save valuable waterfront property for future development, improve both the access and drainage as well as provide sidewalks. Additionally, we were able to change the I-64 design across the Willoughby Bay from landfill to concrete trestles to maintain the water currents and not damage south shore properties fronting the bay crossing, at great additional expense to the state. Converting the gateway bay to a spoi area will not only destroy property values and the tax base over the entire area, but will ruin the regional gateway which also serves as a conservatio stop-off point for migrating birds, and eliminate any possibility of an envisioned luxury hotel development. Considered sufficiently luxurious and imaginative, by bayside residence which I rebuilt is being photographed for one of the architectural publications. Though, of course, this would require city and naval approval at the proper time, the FAA gave permission to construct a building 173 feet high near the gateway eastbound interchange.

Furthermore, the naval seaplane landing base in Willoughby Bay might need to be reactivated in a national emergency.

More logical places certainly can be found to dump dredgings which could be shipped out on a train or dumped in a nongateway, nonconservation, nondevelopment area.

Your assistance is needed in killing the proposal to fill Willoughby Bay as a spoil area, and your suggestions will be most appreciated. Thank you for your help in this critically important matter.

Sincerely

Leonard J. Ravitz, M.D.

LR/ky

March 22, 1988

Plan Formulation Branch

Honorable Paul S. Trible, Jr.
United States Senate
Washington, DC 20510

Dear Senator Trible:

I am responding to your inquiry of March 1, 1988 in behalf of Dr. Leonard J. Ravitz concerning the Willoughby Bay disposal alternative.

The Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and econornical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. Willoughby Bay is just one of numerous alternatives under consideration. In this connection, we cannot eliminate an alternative such as Willoughby Bay on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987 at Churchland Junior High School. The purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. Similarly, we will consider Dr. Ravitz's concerns as expressed in his letter to you.

In this regard, I am not aware of any claim by this office that just because the Navy has filled a portion of the east end and a new marina has taken up a small part of the west end, the entire bay might as well be filled in as a disposal area. In addition, I am not aware of the Navy's desire to have the entire bay filled so that its base can be expanded over the area. The Navy is seeking a permit to fill a basin area (approximately 50 acres) along its property on the southern shore of Willoughby Bay. Any questions regarding the processing of this permit should be directed to Mr. Bruce Williams, Chief, Permits Section, at (804) 441-7656.

I should also mention that Mr. Bill Brown, my Public Affairs Officer, made a presentation on the long-term disposal study to the Willoughby Civic League on October 14, 1987. The Willoughby Civic League has formally expressed its opposition to both the Willoughby and Ocean View disposal alternatives.

I want to emphasize that we are only in the initial screening process and have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Dr. Ravitz will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-7761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

PAUL TRIBLE
VIRGINIA

United States Senate

WASHINGTON, D.C. 20510

March 1, 1988

Colonel Joseph J. Thomas
U. S. District Engineer
Department of Army
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Attached is a copy of information I recently received from Dr. Leonard Ravitz regarding a possible spoil area in Willoughby Bay.

I would appreciate your reviewing the concerns expressed herein and advising me of any action which has been taken or is contemplated which would be helpful.

Please return your findings and views at your earliest convenience.

Sincerely,

Paul Trible

PT:sb
Enclosure

75

Senate Office Building
WASHINGTON DC

Dear Senator Tribble: The Army Corps of Engineers has again designated Willoughby Bay, Norfolk, Va, as their choice area for a "spoil area." Some decade ago when I was Vice President of the Willoughby Civic League and Chairman of the Landscape, Zoning & Design Committee, we thought that we were able to eliminate such a possibility, but here it is again. Recently I was unofficially informed that the navy is behind such a projected fill, wishing to expand its base over the entire area.

The Army Engineers claim that as the navy was permitted to fill in a portion of the east end and as the new marina at the west end has also filled a small part of the bay, the entire bay might as well be filled.

Willoughby Bay is one of the best protected saltwater harbors in the mid-Atlantic region, providing the gateway to Norfolk and Virginia Beach, containing the first two eastbound I-64 interchanges in that area. In 1971, through the help of the Federal Highway Administration, I was able to have important design modifications effected in I-64, its access road (Bayville Street on which I live), the Exit 70 interchanges, to save valuable waterfront property for future development, improve both the access and drainage as well as provide sidewalks. Additionally we were able to change the I-64 design across Willoughby Bay from landfill to concrete trestles to maintain the water currents and not damage south shore properties fronting the I-64 crossing, at great additional expense. Filling the bay will not only destroy property values and the tax base over the entire area, but will ruin the regional gateway which also serves as a conservation stop-off point for migrating birds, and eliminates any possibility of an envisioned luxury hotel development. Considered sufficiently luxurious and imaginative, my bayside residence which I rebuilt is being photographed by the noted photographer, Taylor B. [illegible], for one of the architectural publications. Though this, of course, [illegible] city and naval approval at the proper time, the FAA gave permission to construct a building 173 feet high near the gateway eastbound interchange.

Your assistance is needed in killing the proposal to fill Willoughby Bay, and your suggestions will be most appreciated. Thank you for your help in this critically important matter.

Sincerely

Leonard J. Ravitz, M.D.
Clin. Ast. Prof. Psychiatry
SUNY Health Sciences Ctr.

4731 River Shore Road
Portsmouth, Virginia 23703
June 8, 1988

The Honorable Norman Sisisky
426 Cannon Building
Washington, D.C. 20515

Dear Congressman Sisisky:

We are writing this letter to ask for your support of House Joint Resolution #163 which was adopted by the General Assembly of Virginia during its 1988 Session. It is our understanding that a copy has been sent to you; however, enclosed is an extra one for your convenience. As indicated, this Resolution calls for the Army Corps of Engineers and other appropriate federal and state agencies to consider and make recommendations with respect to all alternatives to the expansion of the Craney Island landfill (i.e. Disposal Area) for disposal of material dredged from Hampton Roads.

There is no escaping the fact that our harbors have been dredged in the past and will have to be dredged in the future. It is also a fact that the Corps has been trying to solve the dredge disposal problem in Hampton Roads for most of this century. Disposal sites that were used prior to the construction of the Craney Island Disposal Area were:

1. The Chesapeake Bay near Lynnhaven Inlet
2. In Hampton Roads harbor near Fort Wool
   (Both of these sites could no longer absorb dumpings and were discontinued)
3. In the James River just above Newport News (This site was discontinued because of adverse effects on adjacent navigable waters)
4. Willoughby Bay (Partially filled)
5. Craney Island (Not to be confused with the present Craney Island Disposal Area.) This site was filled to capacity and the Corps held a public hearing on August 7, 1944 on its proposal to create the present Craney Island Disposal Area. The Corps stated that it was "mandatory to plan and provide for an adequate and long-term disposal area for dredged material."

Construction of the dikes for the four square mile Craney Island Disposal Area was begun in 1954 and completed in 1957. The Corps of Engineers has managed this area since its inception.

In 1970 - just 13 years after the Disposal Area began receiving spoils the Corps held its first hearing to select a new disposal site.

Our deep concerns are the same as those expressed at the 1970 hearing by a representative of the Virginia Commission of Outdoor Recreation: "What I am impressed with is the brief life of one of these disposal areas. Here, the present area of about four square miles is being used up at the rate of 20 to 25 years. ...Hampton Roads, and the James River, and these other waters have very definite limitations, and it seems to me that we are using them up pretty rapidly One of these days we are going to arrive at the end of it, and then what will we do?"

Also, at the 1970 hearing the Planning Director for the City of Norfolk expressed concern that "alternative disposal sites within Hampton Roads could ultimately affect the size of the port by restricting maneuverability and space for anchorages."

The Corps has held four public hearings on this matter since 1970 and the creation of new disposal sites in Hampton Roads has been opposed by cities, planning commissions, members of the General Assembly, a Congressman, a former Congressman, environmental groups and area civic leagues, etc. Enclosed is the notice issued by the Corps for its latest public hearing (August 6, 1987) and responses that the Corps received from five cities, one county and the Chesapeake Bay Bridge Tunnel Commission. The replies clearly indicate that not one of the respondents wants a dredge disposal site in its area.

We are well aware of the necessity of dredging channels and of the economic value of Hampton Roads; however, there has to be a long term solution to the disposition of dredge spoils other than dumping them back into the harbor and thus reducing its size. We do not question the fact that it is more economical to dump dredge spoils into the harbor rather than haul the material 17 miles offshore; however, future generations of Virginians are going to pay a terrible price for this short-sightedness.

The Craney Island Disposal Area has been filled to its designed capacity (17 feet high) and steps have now been taken to increase its capacity by raising it to 30 feet high. In an attempt to alleviate some of the outward pressure that the added height will create, the Corps is constructing stabilization dikes on the entire perimeter. These dikes will extend out into the harbor 1400 feet on the north side and 1000 feet on the east and west sides.

There is, however, a solution to the dredge disposal problem. The Old Dominion University Department of Oceanography has conducted a number of studies relating to the disposition of dredge spoils. These studies indicate that all of the material dredged from Hampton Roads harbor (with the exception of the Southern Branch of the Elizabeth River) is suitable for ocean disposal. The studies also found that the contaminants in material dredged from the Southern Branch actually leached out over a period of time in the Craney Island site. This material then becomes suitable for ocean disposal. (See attached list of studies.)

In response to the Corps' notice of the August 6, 1987 public hearing, the U.S. Fish and Wildlife Service indicated that it was opposed to any disposal sites within the Chesapeake Bay and Hampton Roads area and recommended ocean disposal of suitable dredge material. (See their attached letter.)

In response to the latest hearing held by the Corps, the Virginia Institute of Marine Science recommended that a study be conducted to determine the cost and feasibility of open-ocean disposal of all clean material that is dredged from the harbor.

Recently, the Corps has been conducting studies to determine the feasibility of ocean disposal of dredge material and we would like to ask you to give some consideration to supporting this method of solving a problem that has been with us in the past and will continue to be with us in the future.

If you support House Joint Resolution #163 we would appreciate it very much if you indicate your support in a letter to the following individuals and if possible, please send a copy of your letter to John Tuttle at the address listed.

Colonel Bernard E. Stalman
Commander and District Engineer
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21203

Colonel J.J. Thomas
District Engineer
U.S. Army Corps of Engineers
803 Front Street
Norfolk, Virginia 23510

Thank you.

Sincerely,

William J. Berry, President
Respass Beach - Holly Acres Civic League
Suffolk, Virginia

John V. Tuttle, President
River Shore Civic League
Portsmouth, Virginia
Phone: (804) 484-4032

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
MILITARY INSTALLATIONS AND FACILITIES SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
MILITARY PERSONNEL AND COMPENSATION SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
GENERAL OVERSIGHT SUBCOMMITTEE
ENERGY, ENVIRONMENT AND SAFETY ISSUES SUBCOMMITTEE

SELECT COMMITTEE ON AGING
HEALTH AND LONG-TERM CARE SUBCOMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
428 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-4365

CONSTITUENT SERVICE OFFICES:
801 WATER STREET
PORTSMOUTH, VA 23704
(804) 393-2068

VA. 1ST SAVINGS AND LOAN BUILDING
FRANKLIN AND ADAMS STREET, 3RD FLOOR
PETERSBURG, VA 23803
(804) 732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
(804) 634-6675

June 17, 1988

Col. Joseph J. Thomas
Corps of Engineers, District Engineer
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I have enclosed a copy of the correspondence I have received from William J. Berry, President, Respass Beach-Holly Acres Civic League, Suffolk, Virginia and John V. Tuttle, President, River Shore Civic League, Portsmouth, Virginia 23703.

Please examine the contents and answer the questions raised.

Please respond to my staff at 801 Water Street, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enclosure

July 7, 1988

Plan Formulation Branch

Honorable Norman Sisisky
Representative in Congress
801 Water Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of June 17, 1988 in behalf of Mr. William J. Berry, President, Respass Beach-Holly Acres Civic League and Mr. John V. Tuttle, President, River Shore Civic League concerning the disposal of dredged material from Hampton Roads Harbor. Specifically, House Joint Resolution No. 163 which was adopted by the General Assembly of Virginia during its 1988 Session calls for the Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate Federal and state agencies to consider and make recommendations with respect to the Craney Island landfill.

As you know, the Norfolk District, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. We cannot eliminate from consideration an alternative such as the expansion of Craney Island on the basis of past studies. Conditions may have changed since the last study which warrant the reevaluation of previously considered sites as well as the need to consider new plans.

Due to the very nature of disposal of dredged material in a highly developed area such as Hampton Roads, it is most important to get the public involved early in the planning process for developing new sites. For this reason, we conducted a public scoping meeting on August 6, 1987. The

purpose of this meeting was to give all interested parties an opportunity to express their views, concerns, and suggestions about problems, needs, and solutions on long-term disposal. All information obtained from this meeting will be given full consideration in our study. Similarly, we will consider the information provided in the letter from Mr. Berry and Mr. Tuttle. In this regard, ocean disposal of inner harbor material is being fully considered as an alternative in our current study.

I want to emphasize that we have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties, including you and Messrs. Berry and Tuttle will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your continued interest in this matter. Should you have any questions or need further information, please call Mr. Roland Culpepper of my staff at (804) 441-7761.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

September 6, 1988

Plan Formulation Branch

Honorable Paul S. Trible, Jr.
United States Senate
Washington, DC 20510

Dear Senator Trible:

I am responding to your inquiry of August 22, 1988 in behalf of the city of Portsmouth concerning the Craney Island Disposal Area. Specifically, the Portsmouth City Council adopted a resolution on August 9, 1988 expressing opposition to the further expansion or prolongation of Craney Island as a disposal area. While resolutions are important and should be taken into consideration, they do not necessarily provide solutions to problems.

As you know, the Port of Hampton Roads consists of commercial maritime facilities in cities with access to the lower James River, lower Chesapeake Bay, and the Elizabeth River. Waterborne commerce is vital to not only the cities, but also to the Commonwealth of Virginia, to the East Coast, and to the nation as well. While Hampton Roads is and always has been a natural harbor of great importance, the depths of its many channels cannot accommodate deep-draft vessels without periodic dredging. In order to retain the present shippers and to entice new business, channels must be maintained and even deepened. In the Hampton Roads area, dredging is a way of life; a fact; indeed, a requirement. Without dredging, the area would fall far behind its competitors and navigation problems would soon result for the world's largest naval base.

Like most other ports in the nation, there is the continuing problem of what to do with material dredged from major channels and adjoining public and private maritime facilities. Craney Island has served as an economical solution to disposal since its construction in 1957. However, as early as the late 1960's, the fact that the Craney Island Disposal Area had a finite life and was approaching the authorized fill height prompted the Norfolk District to consider extending its useful life. For this reason, the District Engineer in 1979 requested the Corps Waterways Experiment Station to develop a management plan for Craney Island. Authority for development and implementation of disposal area management plans is contained in Section 148 of the 1976 Water Resources Development Act (PL 94-587, 22 October 1976), which states:

"The Secretary of the Army, acting through the Chief of Engineers, shall utilize and encourage the utilization of such management practices as he determines appropriate to extend the capacity and useful life of dredged material disposal areas such that the need for new dredged material disposal areas is kept to a minimum. Management practices authorized by this section shall include, but not be limited to, the construction of dikes, consolidation and dewatering of dredged material, and construction of drainage and outflow facilities."

The recommended management plan for Craney Island, which became operational in 1984, involves compartmentalization, dewatering, and raising the levees. Because of the importance of maintaining and improving navigation in Hampton Roads, it is our intention to continue to maximize the use of Craney Island as an economical disposal area.

Even with the management plan, Craney Island will not accommodate the long-term disposal requirements. For this reason, the Norfolk District, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. As indicated at the public scoping meeting held last August, we are considering numerous alternatives including expanding Craney Island; hauling acceptable material a distance of 35 to 45 miles to the ocean; and, where practical, using dredged material in a beneficial manner.

It is important to note that the Commonwealth of Virginia, acting through the Virginia Port Authority, is a partner in this investigation and will even cost share in the study during future elements of the channel deepening project. For this reason, the study must be responsive to the needs and desires of the Commonwealth as local sponsor of the deepening project.

At this point, we have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for

coordination in September 1989. In the meantime, all interested parties, including the city of Portsmouth, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Thank you for your interest in this matter. Should you have any questions, please do not hesitate to call me. I am furnishing Mr. Stanley Payne, Deputy Executive Director and General Counsel, Virginia Port Authority, a copy of this letter along with the City Council's resolution.

Sincerely,

J. J. Thomas
Colonel, U. S. Army
District Engineer

Copy Furnished: Mr. J. Stanley Payne, Jr.
Deputy Executive Director and General Counsel
Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510

PAUL TRIBLE
VIRGINIA

United States Senate

WASHINGTON, D.C. 20510

August 22, 1988

Colonel Joseph J. Thomas
U. S. District Engineer
Department of Army
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Attached is a copy of a resolution I recently received from the Portsmouth City Council regarding its opposition to the further expansion of Craney Island as a disposal area.

I would appreciate your reviewing the enclosed information and providing me with your findings and views, as well as a status update on the Corps long-term disposal plan.

Thank you for your assistance on this matter.

Sincerely,

Paul Trible

PT:sbh
Enclosure

City of Portsmouth

Virginia

Office of the City Clerk

P. O. Box 820 23705
804 393-8639

August 12, 1988

The Honorable Paul S.. Trible, Jr.
The United States Senate
517 Hart Senate Office Bldg.
Washington, DC 20510

Dear Senator Trible:

At the meeting of the City Council held on August 9, 1988, the following resolution was adopted:

"A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA; ENDORSING THE CONCEPT OF HOUSE JOINT RESOLUTION 163."

A copy of the resolution is enclosed for your information.

Yours truly,

Sheila Powell Pittman
City Clerk

jac
encl.

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA; ENDORSING THE CONCEPT OF HOUSE JOINT RESOLUTION 163.

WHEREAS, the 1988 session of the Virginia General Assembly adopted House Joint Resolution 163 memorializing the Congress of the United States and the United States Army Corps of Engineers to develop recommendations regarding alternatives to the expansion of Craney Island as a disposal area and to expedite the availability of this land for development purposes; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area; and

WHEREAS, the Council of the City of Portsmouth is further committed to assure that Craney Island is developed in a manner compatible with existing residential property in close proximity thereto; and

WHEREAS, appropriate development of the Craney Island area would enhance and strengthen the State and local economy and expand the tax base of the City of Portsmouth.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia, that it hereby expresses its opposition to the further expansion or prolongation of Craney Island as a disposal area.

BE IT FURTHER RESOLVED that the Council of the City of Portsmouth hereby endorses the concept of House Joint Resolution 163 that alternatives to the use of Craney Island as a disposal area be developed and that its availability for development purposes be expedited.

BE IT FURTHER RESOLVED that the City Clerk be, and she hereby is, directed to forward copies of this resolution to the Virginia Delegation to the United States Congress, the Governor of Virginia, the Portsmouth Delegation to the General Assembly of Virginia, and the United States Army Corps of Engineers.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held August 9, 1988.

Teste:

City Clerk

September 6, 1988

Plan Formulation Branch

Honorable Gloria Webb
Mayor of Portsmouth
Portsmouth, Virginia 23705

Dear Mayor Webb:

I appreciate the recent letter from Ms. Sheila Pittman, City Clerk, forwarding a copy of the resolution adopted by the Portsmouth City Council on August 9, 1988 expressing opposition to the further expansion or prolongation of Craney Island as a disposal area. While resolutions are important and should be taken into consideration, they do not necessarily provide solutions to problems.

As you know, the Port of Hampton Roads consists of commercial maritime facilities in cities with access to the lower James River, lower Chesapeake Bay, and the Elizabeth River. Waterborne commerce is vital to not only the cities, but also to the Commonwealth of Virginia, to the East Coast, and to the nation as well. While Hampton Roads is and always has been a natural harbor of great importance, the depths of its many channels cannot accommodate deep-draft vessels without periodic dredging. In order to retain the present shippers and to entice new business, channels must be maintained and even deepened. In the Hampton Roads area, dredging is a way of life; a fact; indeed, a requirement. Without dredging, the area would fall far behind its competitors, and navigation problems would soon result for the world's largest naval base.

Like most other ports in the nation, there is the continuing problem of what to do with material dredged from major channels and adjoining public and private maritime facilities. Craney Island has served as an economical solution to disposal since its construction in 1957. However, as early as the late 1960's, the fact that the Craney Island Disposal Area had a finite life and was approaching the authorized fill height prompted the Norfolk District to consider extending its useful life. For this reason, the District Engineer in 1979 requested the Corps Waterways Experiment Station to develop a management plan for Craney Island. Authority for development and implementation of disposal area management plans is contained in Section 148 of the 1976 Water Resources Development Act (PL 94-587, 22 October 1976), which states:

"The Secretary of the Army, acting through the Chief of Engineers, shall utilize and encourage the utilization of such management practices as he determines appropriate to extend the capacity and useful life of dredged material disposal areas such that the need for new dredged material disposal areas is kept to a minimum. Management practices authorized by this section shall include, but not be limited to, the construction of dikes, consolidation and dewatering of dredged material, and construction of drainage and outflow facilities."

The recommended management plan for Craney Island, which became operational in 1984, involves compartmentalization, dewatering, and raising the levees. Because of the importance of maintaining and improving navigation in Hampton Roads, it is our intention to continue to maximize the use of Craney Island as an economical disposal area.

Even with the management plan, Craney Island will not accommodate the long-term disposal requirements. For this reason, the Norfolk District, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. The overall objective of this investigation is to address the long-term disposal problem facing Hampton Roads and to develop an environmentally and socially acceptable, technically feasible, and economical long-term disposal plan. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel.

This study must reflect a sound planning approach in which all alternatives will be appropriately considered in order to reach conclusions that can be supported throughout the implementation process. As indicated at the public scoping meeting held last August, we are considering numerous alternatives including expanding Craney Island; hauling acceptable material a distance of 35 to 45 miles to the ocean; and, where practical, using dredged material in a beneficial manner.

It is important to note that the Commonwealth of Virginia, acting through the Virginia Port Authority, is a partner in this investigation and will even cost share in the study during future elements of the channel deepening project. For this reason, the study must be responsive to the needs and desires of the Commonwealth as local sponsor of the deepening project.

At this point, we have not reached any conclusions on long-term disposal solutions. As currently scheduled, our inner harbor long-term disposal study is scheduled to be completed in July 1990 with a draft report available for coordination in September 1989. In the meantime, all interested parties,

including the city of Portsmouth, will be kept abreast of developments relative to the formulation of a long-term disposal plan.

Should you have any questions, please do not hesitate to call me. I am furnishing Mr. Stanley Payne, Deputy Executive Director and General Counsel, Virginia Port Authority, a copy of this letter along with Ms. Pittman's letter and the City Council's resolution.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

Copy Furnished: Mr. J. Stanley Payne, Jr.
Deputy Executive Director and General Counsel
Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510

City of Portsmouth

Virginia

Office of the City Clerk

P. O. Box 820 23705

804 393-8639

August 12, 1988

Col. J. J. Thomas
District Engineer
Department of the Army
Norfolk District Corps
of Engineers
803 Front Street
Norfolk, VA 23510

Dear Col. Thomas:

At the meeting of the City Council held on August 9, 1988, the following resolution was adopted:

"A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA; ENDORSING THE CONCEPT OF HOUSE JOINT RESOLUTION 163."

A copy of the resolution is enclosed for your information.

Yours truly,

Sheila Powell Pittman
City Clerk

jac
encl.

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA; ENDORSING THE CONCEPT OF HOUSE JOINT RESOLUTION 163.

WHEREAS, the 1988 session of the Virginia General Assembly adopted House Joint Resolution 163 memorializing the Congress of the United States and the United States Army Corps of Engineers to develop recommendations regarding alternatives to the expansion of Craney Island as a disposal area and to expedite the availability of this land for development purposes; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area; and

WHEREAS, the Council of the City of Portsmouth is further committed to assure that Craney Island is developed in a manner compatible with existing residential property in close proximity thereto; and

WHEREAS, appropriate development of the Craney Island area would enhance and strengthen the State and local economy and expand the tax base of the City of Portsmouth.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia, that it hereby expresses its opposition to the further expansion or prolongation of Craney Island as a disposal area.

BE IT FURTHER RESOLVED that the Council of the City of Portsmouth hereby endorses the concept of House Joint Resolution 163 that alternatives to the use of Craney Island as a disposal area be developed and that its availability for development purposes be expedited.

BE IT FURTHER RESOLVED that the City Clerk be, and she hereby is, directed to forward copies of this resolution to the Virginia Delegation to the United States Congress, the Governor of Virginia, the Portsmouth Delegation to the General Assembly of Virginia, and the United States Army Corps of Engineers.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held August 9, 1988.

Teste:

City Clerk

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

SEP 9 1988

Colonel J. J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

This is in regard to the designation of the Dam Neck Ocean Disposal Site and in response to your letter of July 20, 1988. First, we have enclosed a Memorandum of Agreement between our two agencies for your signature. This MOA will provide for the management and long-term monitoring of the Dam Neck Site. Our staffs have collaborated extensively on this and I believe this to follow the guidelines of the National Memorandum of Understanding between our agencies. As such, I request that you sign and return one copy of the agreement.

As you are aware, EPA has been intimately involved with long-term disposal from the Hampton Roads. As noted in your letter, Dam Neck Ocean Disposal Site is an integral part of the long-term plan. However, it is not the sole solution. We have discussed this with your Planning Division and they are currently preparing the long-range study for the lower Bay and Hampton Roads.

We recently received a letter from Roland Culpepper, the Chief of your Planning Division, in which he requested clarification on the use of the Dam Neck Site as well as the possible use of the Norfolk Site. We would like to, therefore, provide our thoughts and ideas on the long-range disposal options for the Hampton Roads.

Mr. Culpepper asked several questions repeated below. First, would designation of the Norfolk Site preclude the further use of the Dam Neck Site? The Dam Neck Site has been designated by EPA as part of the long-term disposal solution for the Baltimore and Norfolk deepening projects. This project includes the deepening and maintenance materials from Thimble Shoal, Atlantic Ocean, and Cape Henry Channels. Designation of the Norfolk Site would provide the Corps with an alternate disposal option. It would not preclude the use of one site over another except as provided in the original site designation of the Dam Neck Site. Specifically, should dumping at the Dam Neck Site cause significant environmental impacts outside the site or should the elevation of the site limit its useful life, then dumping may be limited or stopped at the Dam Neck Site.

Second, can material from outside the three channels identified, be disposed at the Dam Neck Site? The Dam Neck Site was specifically designated based upon the needs of the Norfolk and Baltimore projects. However, the designation does not preclude the disposal from other projects. Any material from outside the identified project areas must be "clean" as provided in 40 CFR Part 227 and preferably of a fine grain sand or coarser nature. Further, all disposal at the Dam Neck Site must be prioritized to assure adequate volumes as necessary to handle the Norfolk and Baltimore projects.

Third, concerning the Dam Neck Site, what is the likelihood that Dam Neck could be further expanded? EPA would not recommend the expansion of the Dam Neck Site. Based on coordination of the existing site, we would expect other resource agencies to raise environmental concerns.

EPA favors the designation of the Norfolk Disposal Site as a second option for use with the long range disposal plan for all suitable material from the Norfolk and Baltimore Channels. Further, we believe the Norfolk Site should play a significant role in the maximization of the Craney Island Disposal area for material suitable for overboard disposal. We expect that it would take six to nine months to designate the site which should provide sufficient time for it to be included in the long range study being conducted by your office on the Hampton Roads.

Please keep us informed of your decision concerning the Norfolk Site. We look forward to working with you through the enclosed inter-agency agreement to provide an environmentally sound usage of the Dam Neck Site.

Sincerely,

James M. Seif
Regional Administrator

Enclosure

MEMORANDUM OF AGREEMENT
BETWEEN
THE DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
NORFOLK DISTRICT
AND
US ENVIRONMENTAL PROTECTION AGENCY, REGION III
ON
MANAGEMENT OF DAM NECK DREDGED MATERIAL OCEAN DISPOSAL SITE

I. PURPOSE:

This Memorandum of Agreement (MOA) is intended to facilitate implementation of Title 1 of the Marine Protection Research and Sanctuaries Act (MPRSA), including mandates of dredged material disposal site designation and ocean site management. This Regional MOA provides a cooperative agreement which delineates disposal site management, provides a site monitoring plan, and develops an appropriate sediment testing and evaluation protocol. This Regional MOA was prepared in accordance with and in response to the National MOU between the Department of the Army (DOA) and the US Environmental Protection Agency, dated July 27, 1987.

II. AUTHORITIES:

Title 1 of the MPRSA assigns basic responsibility to the EPA and DOA for ensuring that ocean dredged material disposal activities will not unreasonably degrade the marine environment or endanger human health. locating and designating appropriate ocean sites and subsequent management of disposal activities at these sites are essential elements in meeting this shared legislative mandate.

This MOA is intended to fulfill this shared responsibility in a timely and cost-effective manner by optimizing the use of resources available to each Agency. Nothing in the agreement shall alter in any way specific statutory authorities and responsibilities assigned to the Department of the Army and EPA.

This MOA applies to Dam Neck monitoring and site management activities resulting from the transportation and disposal of dredged material from Federally authorized navigation channels and Section 103 (MPRSA) permits. Designation of Dam Neck and this MOA does not in itself result in automatic approval for disposal at this site. Under Section 103 of MPRSA, the Corps regulates each disposal project through the permit program to ensure compliance with the ocean disposal regulations and compatibility with the site designation and established management objectives.

III. PROVISIONS:

1. On March 31, 1988, EPA Region III designated the Dam Neck Ocean Disposal Site (DNODS) which is located approximately 3 nautical miles due east of Virginia Beach, Virginia. The site is designated for an indefinite period but is subject to a five-year site review as provided in this MOA and is subject to continued site management and monitoring as provided in this MOA. The site is designated only for use of dredged materials authorized under Section 103 of the MPRSA which meet ocean disposal criteria.

2. The DNODS is the primary disposal site for three Federal navigation channels: the Atlantic Ocean Channel, the Cape Henry Channel, and the Thimble Shoal Channel. Approximately 70 million cubic yards of materials are predicted over the life of the site based upon a predicted 35-foot minimum clearance depth for any management area within the site.

3. Use of the DNODS for dredged materials other than from the channels identified above is not precluded. However, all dumping must be compatible and consistent with the long-term primary need for the Federal navigation channels. Further, all dumping must conform to the ocean dumping criteria, to the site designation environmental assessment, and to the objectives of site management. Last, an alternative review analysis must be performed.

4. Site Management:

a. The site management goal is to prevent unreasonable degradation of the ocean environment from dredged material disposal. As part of the management of the site, the Norfolk District will employ a sediment management strategy. Based upon the environmental assessment for site designation and the experience gained through actual practice since 1967, it is expected that disposal of the attached schedule of quantities and types of materials will comply with the management objectives.

b. The attached placement schedule is understood by Region III and Norfolk District to be a guide for management of dredged material placement. In general, the management areas which are actively in use will continue to be used until Corps surveys indicate their capacities are reached. Areas 1, 3, and 4 will generally be used to place sand from channel construction if not used on beaches or elsewhere, and Areas 2, 5, 6, and 7 will generally be used for maintenance materials and material from channel construction which is predominantly clay and silt.

c. The schedule for sediment management will be updated by the District at least annually to reflect any changes to the Corps' channel construction and maintenance dredging programs.

d. Material Testing and Evaluation - The EPA and the District shall prepare a mutually agreed upon testing and evaluation protocol. All material for ocean disposal must comply with 40 CFR Part 227. Included in the protocol will be frequency, number of samples, and parameters to be

tested. The protocol should differentiate between the new work channel projects which have already been determined as adequate, the maintenance materials from those channels, and other projects which may arise.

e. Disposal Site Management Areas - The COE will conduct bathymetric surveys of each management area prior to its initial use. Follow-up surveys of each actively used area will be performed at least annually to document the placement of material and any short-term bathymetric changes. When an area is filled to its capacity, it will be resurveyed only as frequently as needed to assess long-term bathymetric changes. Assessments will be made to compare estimated volumes dredged versus actual material placement Also, assessments will be made to attempt to quantify long-term volume changes for areas no longer actively used. The COE will periodically verify the exact location of dumpsite marker buoys in use.

5. Disposal Site Monitoring:

The Dam Neck Ocean Disposal site shall be monitored on a regular basis to ensure that use of the site is not unreasonably degrading or endangering the marine environment or endangering human health, and is consistent with the environmental assessment for site designation. As a minimum, the following activities shall be conducted as indicators of impacts.

a. Physical - Bathymetry - shall be conducted for each management area in active use by the COE as noted in provision 4.e.

- Sediment transport - shall be determined by use of sediment traps for shoreward migration of materials. To be conducted by EPA with assistance of COE semi-annually.

- REMOTS - Every three years, an assessment of the outer extent of mound migration using REMOTS cameras by EPA with assistance of COE.

b. Water Quality - Measurable changes in water quality due to dredged material disposal are not likely to occur. However, due to concerns raised over synergistic effects on dissolved oxygen from the simultaneous use of the area for dredged material disposal, the HRSD Atlantic Sewage Treatment Plant Outfall, and the Chesapeake Bay plume, periodic assessments of water quality in and around the site will be conducted.

- The COE will conduct surveys to assess changes in dissolved oxygen on a monthly basis for June to September during construction phases.

- The EPA will conduct surveys to assess bacteriological contamination from the HRSD outfall as it affects the DNODS.

c. Biological:

- Benthic infauna - annual by EPA.

- Commercial macroinfauna will be made every three years by EPA.

- Marine turtle study will be done under EPA contract for a two-year period.

d. Chemical:

- Metals in sediments - annual by EPA.

- Organics in sediments as needed by EPA.

6. Reporting:

a. Annual reports shall be jointly prepared by EPA and the District. The Report due each February shall include a summary of the disposal volumes by management area, bathymetry, and monitoring conducted. The report shall also detail resources committed to these activities.

b. Every five years a detailed analysis will be made of the disposal site to determine if the site is suitable for continued use and whether site restrictions are necessary. The analysis will include a detailed evaluation of the capacity remaining in the site.

7. The Region and the District shall assign an ocean dumping coordinator to work on an as-needed basis with the responsible headquarters elements in developing appropriate programmatic guidance pursuant to this agreement.

8. EPA Region III and the Norfolk District shall make every reasonable effort to allocate the people and resources necessary to meet the objectives contained in this MOA.

VI. DURATION OF THE MOA:

This MOA shall become effective on the date of signature of both parties and shall remain in force for five (5) years or until modified by mutual consent or by law, or terminated by either party with three (3) months advanced notice.

J.J. THOMAS
District Engineer
US Army, Corps of Engineers

JAMES M. SELP
Regional Administrator
US EPA, Region III

ATTACHMENT I

SCHEDULE OF QUANTITIES

Source of Material	Estimated Volume (Million CY)	Predominant Soil Composition (US CS)	Mangeement Areas for Deposit	Duration
Thimble Shoal 50' Outbound	3.3 (Actual)	CL-CH, ML, MH and SM-SP	Area 2	Mar 87-Mar 88
Thimble Shoal (Maintenance)	0.2	CL-CH, ML, MH and SM-SP	Area 2	Aug 88-Oct 88
Cape Henry 50' full width	3.0	SP-SM, SM and ML	Area 1	Oct 88-Sep 89
Thimble Shoal (Maintenance)	0.2	CL-CH, ML, MH and SM-SP	Area 2	FY 89
Thimble Shoal 55' Outbound	7.4	CL-CH, ML, MH and SM-SP	Area 1 (Sand) Area 2 and Area 5 (Silt and Clay)	FY 90-FY 92
Atlantic Ocean 60' Outbound	9.6	SM-SP, CH and CL	Area 1 (Sand) Area 2 and Area 5 (Clay)	FY 90-FY 92
Thimble Shoal 50' Inbound	2.6	CL-CH, ML, MH and SM-SP	Area 3 (Sand) Area 5 (Silt and Clay)	Deferred*
Thimble Shoal 55' Inbound	3.0	CL-CH, ML, MH and SM-SP	Area 3 (Sand) Area 6 (Silt and Clay)	Deferred*
Thimble Shoal 60' Inbound	9.1	SM-SP, CH and CL	Area 3 and Area 4 (Sand) Area 6 (Clay)	Deferred*

*Inbound construction elements have been deferred indefinitely.

July 20, 1988

Engineering Division

Subject: FPA Ocean Disposal

Mr. John R. Pomponio, Chief
Environmental Assessment Branch
U.S. Environmental Protection Agency
Region III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

Dear Mr. Pomponio:

In response to your letter of March 31, 1988, I am very pleased that the Dam Neck Ocean Disposal site has received final designation from the Environmental Protection Agency. I certainly share your hope that the close coordination and cooperation between our agencies will continue throughout the life of the disposal area.

In an effort to respond to your request concerning designation of the Norfolk Site, I would first like to clarify some of your comments and pose a few additional questions for your consideration. Let me add that you have raised some important issues and I am grateful for the opportunity to address them.

First, you mentioned that Fish and Wildlife Service and National Marine Fisheries Service preferred the Norfolk site to Dam Neck and that you still have concerns over Dam Neck's proximity to Virginia Beach, migratory fishes through the area, and the large volume of material to be placed there. To my knowledge, all of these issues have been thoroughly addressed and adequately resolved. Furthermore, there is no substantial evidence to suggest that the environmental effects of disposal at the Norfolk site would be significantly different from those at Dam Neck. Additionally, since all material proposed for ocean disposal must meet the same criteria, it is unclear how certain materials could be compatible with the Norfolk site yet incompatible with the Dam Neck site.

Other types of material besides clean, fine sand have historically been placed at Dam Neck. Large quantities of clays and silts have been placed there in the past and in connection with the current deepening project with no apparent adverse effects. Dam Neck was designated not only for clean, fine to medium sand, but on the basis of a need to deposit a variety of materials that meet ocean dumping criteria. The primary need for Dam Neck is for material from the Thimble Shoal, Cape Henry, and Atlantic Ocean Federally authorized channels, but other needs may arise in the future and are not precluded. The management plan my staff is

working out with you provides for the separate placement of the sediment types, ranging from the clays and silts of the western portion of Thimble Shoal Channel to the fine-to-medium sands of the outer channels.

In order to justify designation of another and much larger ocean disposal site for Norfolk District, there should be a clearly identified need for the site. The long-term disposal study for Craney Island replacement may certainly include ocean disposal as an alternative among others. However, this ocean disposal alternative could include the Norfolk site, Dam Neck, or another ocean site altogether. The final report on long-term options is not scheduled for completion until July 1990. In this connection, we would appreciate a reply to Mr. Culpepper's letter of June 14, 1988 to you concerning the Dam Neck and Norfolk Disposal sites so that we can complete our long-term disposal study on schedule.

In summary, our ongoing long-term disposal study will address the need for and feasibility of additional ocean disposal sites. Therefore, a recommendation to designate the Norfolk Disposal Site at this time would be premature. The Dam Neck site was designed to handle all of our current quantifiable needs for ocean disposal. I greatly appreciate all of your assistance with the Dam Neck site and thank you for your concern over our long-term disposal needs.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

June 14, 1988

Plan Formulation Branch

Mr. John R. Pomponio
Chief, Environmental Assessment Branch
U. S. Environmental Protection Agency
Region III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

Dear Mr. Pomponio:

We have been authorized to prepare a report covering a long range disposal site for dredged material for the inner harbor in Hampton Roads. Our plan is to attempt to provide a disposal site or sites for the next 50 years. The draft report is scheduled for completion in 1989.

In order to finalize plans in our report, we would appreciate the following information:

a. What are the legal ramifications of designating the Norfolk Disposal Site? In other words, if the Norfolk Disposal Site is designated now, can material from the outer harbor (Thimble Shoal, Atlantic Ocean, and Cape Henry Channels) continue to be disposed in Dam Neck? Under what scenarios would we not have an option to use whichever disposal site we desire?

b. Can clean material from the inner harbor (Hampton Roads) be disposed in Dam Neck? In this connection, one plan is to deepen the channels in the inner harbor which have been recently authorized by Congress, and dispose of this clean material in Dam Neck. This would provide additional "life" for Craney Island for the disposal of Federal and non-Federal maintenance and permit dredging. Based on approximate calculations, it is estimated that such an operation, which includes deepening and maintaining the outer harbor channels, may not reduce the life of Dam Neck to less than 50 years.

c. What is the likelihood that Dam Neck be further expanded so as to include all clean dredged material from the inner harbor (including maintenance of Federal channels and public and private permit activity) for the next 25 to 50 years?

d. How long will it take to designate the Norfolk Disposal Site? How long can we wait before the existing supporting documentation becomes outdated? Is there any reason that you can state why the Norfolk Disposal Site should not be designated at this time?

In order for us to continue with our study, we would appreciate your reply to the above questions by July 15, 1988. In case of questions, please call me at (804) 441-7761.

Sincerely,

ROLAND W. CULPEPPER, JR., P.E.
Chief, Planning Division

06 APR 1988

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

MAR S 1 1963

Colonel J. J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

We are pleased to inform you that the site designation for Dam Neck Ocean Disposal Site has been completed and will be published in the Federal Register next week. As you may be aware, this designation completes several years of efforts within both EPA and the District. It is hoped that our close coordination will continue through the active life of the disposal site. In that regard, we are currently working with your staff in preparing a Memorandum of Understanding for the long range management and monitoring of the Dam Neck Site.

Now that the Dam Neck Ocean Disposal Site designation has been completed, we would like to get the District's position on the designation of the Norfolk Ocean Disposal Site. The Norfolk Site has had extensive environmental studies which show the site to be more than adequate. Further, both the National Marine Fisheries Services and the Fish and Wildlife Service preferred the Norfolk Site to the Dam Neck Site. EPA's position on the Norfolk Site is given below.

First, during the designation of the Dam Neck Site, several issues were raised as to its long-term potential. The proximity to Virginia Beach, the migratory fisheries through the area and the large volume of material for disposal concerns us. While our predictions for adverse impacts are minimal, the potential does exist. It should be noted that our studies to date support the designation. However, mostly clean fine sand has been disposed in the site.

Second, Dam Neck was specifically designated for clean fine to medium grain material from Thimble Shoals, Cape Henry and the Atlantic Channels. Use of the site beyond that use could present a significant conflict. Disposal of Hampton Roads or even York Spit Channel materials could limit the life of the site.

Third, as with most of the major ports in the country, Norfolk has limited long range contained spoils capacity. Craney Island disposal alternatives may include ocean dumping. Use of the Norfolk Site would provide a viable option for materials which pass EPA's criteria but may not be compatable with disposal at Dam Neck.

Last, the District and EPA have already put significant effort into characterizing the Norfolk Site. Minimal new information would be needed to complete the record. While the designation of the Norfolk Site solely as the long range option to Craney Island is premature, the designation of Norfolk as a back up to Dam Neck and to provide the COE with additional flexibility in dredged material management is, we believe, justified. It should also be mentioned that site designation normally takes one to two years to complete.

Thank you again for the COE's support during the site designation process on Dam Neck. Please let me know which direction you wish to proceed on Norfolk.

Sincerely,

John R. Pomponio, Chief
Environmental Assessment Branch

January 24, 1989

Plan Formulation Branch

Honorable Norman Sisisky
Representative in Congress
309 County Street
Suite 204
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

Thank you for your letter of December 29, 1988 forwarding correspondence which you have received from Mr. John V. Tuttle concerning the Craney Island Disposal Area and its possible expansion.

Mr. Tuttle raised similar concerns in his letter to you of June 8, 1988. Our response then and now is the same. That is, the study is continuing but we are not at the point where conclusions can be drawn. The final report is scheduled for completion in the summer of 1990. I can assure you that the information provided by Mr. Tuttle and his question regarding early development of Craney Island for use by the Virginia Port Authority is being considered in our studies.

Your continued interest in the dredged material disposal problem facing the Port of Hampton Roads is appreciated. Should you have any questions, please do not hesitate to call me.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
PROCUREMENT AND MILITARY NUCLEAR SYSTEMS SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
INVESTIGATIONS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
SBA AND THE GENERAL ECONOMY
EXPORTS, TOURISM AND SPECIAL PROBLEMS

SELECT COMMITTEE ON AGING

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE
426 CANNON BUILDING
WASHINGTON, DC 20515
202-225-6365

CONSTITUENT SERVICE OFFICES
801 WATER STREET
PORTSMOUTH, VA 23704
804-393-2068

VIRGINIA FIRST SAVINGS BANK
34 FRANKLIN STREET, #607
PETERSBURG, VA 23803
804-732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-5575

December 29, 1988

Col. Joseph J. Thomas
Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I have enclosed a copy of the correspondence I have received from Mr. John V. Tuttle, 4731 River Shore Road, Portsmouth, Virginia 23703.

Please examine the contents and answer the questions raised.

Please respond to my staff at 309 County Street, Suite 204, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enclosure

4731 River Shore Road
Portsmouth, Virginia 23703
November 1, 1988

The Honorable William S. Moore, Jr.
P.O. Drawer 610
Portsmouth, Virginia 23705

Dear Billy:

This letter is in reference to HJR-163 and my thoughts about Craney Island. You may or may not have some of this information.

Attached is a copy of a resolution adopted by the Portsmouth City Council (re HJR-163) which was sent to the Mayors of Norfolk, Virginia Beach, Chesapeake, Suffolk, Newport News, Hampton and the Chairman of the County Commissioners of Isle of Wight, along with the attached covering letter from Mayor Webb.

The Corps' response to Congressman Sisisky's inquiry to them regarding HJR-163 stated that "We cannot eliminate from consideration an alternative such as the expansion of Craney Island." Senators Warner and Trible have also been informed by the Corps that it is still considering expanding Craney Island.

I would like to make the following observations regarding Craney Island. In practically every one of its recommendations since 1944 regarding the disposition of dredge spoils taken from Hampton Roads, the Corps has used the words "long term solution". Looking at the number of sites in the harbor the Corps has used for disposition of dredge material since 1900

1. The Chesapeake Bay near Lynnhaven Inlet
2. In Hampton Roads harbor near Fort Wool
   (Both of these sites could no longer absorb dumpings and were discontinued)
3. In the James River just above Newport News (This site was discontinued because of adverse effects on adjacent navigable waters)
4. Willoughby Bay (Partially filled)
5. Craney Island (Not to be confused with the present Craney Island Disposal Area) This site was filled to capacity and the Corps held a public hearing on August 7, 1944 on its proposal to create the present Craney Island Disposal Area. The Corps stated that it was "mandatory to plan and provide for an adequate and long-term disposal area for dredged material".

these "long-term solutions" have actually turned out to be short term and the short terms are getting shorter. In 1970 - just 13 years after the Craney Island Disposal Area began receiving spoils, the Corps held its first hearing to select a new disposal site.

A recommendation regarding Craney Island made in 1983 by the Corps Experiment

Station in Vicksburg, Effects of Norfolk Harbor Deepening on Management of Craney Island Disposal Area, called for an expansion of Craney Island to receive the material from the harbor deepening and stated that the expanded area would be filled in a 4 to 8 year period depending upon appropriations. This life span contrasts sharply with the ocean site which a Corps official said "could be used as a dumping area for several hundred years". See attached copy of newspaper article dated January 22, 1982.

Those who want to use the harbor as a dump site constantly point out how much money they save by not having to haul dredge spoils out to this ocean site (called the Norfolk Disposal Site). However, this generation, as well as future generations of Virginians will pay a terrible price for the constant filling of the harbor. If Craney Island is expanded, not only will the State have to give up more of the bottom land of the harbor, it will also have to pay for the construction of the containment dike. Furthermore, the new disposal area will have to be maintained by personnel and equipment. (Not only has the Craney Island Disposal Area been maintained by personnel and equipment over the past 30 years, it has also required the services of private contractors.)

According to a study sponsored by the Corps, The Economic Impact of the Westward Expansion of the Craney Island Disposal Area dated October 10, 1973, it concluded "that the proposed westward expansion of the Craney Island Disposal Area will have a detrimental effect upon land values in the immediate vicinity of the proposed fill". This report also concluded "that the value of the loss would range from a minimum of almost three million dollars to a maximum of well over five million dollars" - 1973 prices!!

Any filling in Hampton Roads reduces the "harvesting" area for the Watermen. It also reduces the recreational area for the growing number of boaters.

The Corps' current plans are to raise Craney Island to 30 feet, thus not only delaying its development for a number of years, but adding to the development costs when it is eventually developed, because longer pilings will be needed and will cost more to construct and drive. Furthermore, these prices will undoubtedly escalate over the years.

Over the years, the General Assembly has appropriated money to the Port Authority so that it can purchase land for its expanding activities - I might also add at escalating prices. Why not save money by developing Craney Island now and setting aside land for the future use of the Authority?

Could you introduce legislation in the General Assembly that will protect Hampton Roads harbor by prohibiting the creation of any new (or expansion of any existing) dredge disposal sites within the harbor?

We'd appreciate your comments and are very grateful for all your previous

efforts in this matter.

Sincerely,

John V. Tuttle, President
River Shore Civic League

Telephone: 484-4032

City of Portsmouth
Virginia

Established 1752

Office of the Mayor

P. O. Box 820
23705

August 30, 1988

The Honorable Joseph A. Leafe
Mayor
City of Norfolk
1109 City Hall Building
Norfolk, VA 23510

Dear Mayor Leafe:

As you know, the City of Portsmouth, as well as the other Hampton Roads cities, have been concerned for some time about the future of the Craney Island Disposal Area. The 1988 session of the General Assembly adopted House Joint Resolution 163 (copy attached), calling on the Army Corps of Engineers and other appropriate State and Federal agencies to make recommendations with respect to: i) all alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads and ii) plans which would make Craney Island available for development at the earliest possible date. One such option is ocean disposal of dredge material.

On August 9, 1988, the Portsmouth City Council adopted the attached resolution, which opposes further expansion or prolongation of the use of Craney Island as a disposal area, and which endorses the concept of HJR 163. It is my belief that the use of Craney Island is an issue that has ramifications beyond the boundaries of the City of Portsmouth. Ocean disposal appears to be more environmentally sound than the continued use of Craney Island for this purpose, and the entire Hampton Roads community will benefit economically if Craney Island is made available for development.

Therefore, I am asking for your support of HJR 163 and of the Portsmouth Council's action.

Sincerely,

Gloria O. Webb
Mayor

GOW/ces
attachment
cc: City Council
George L. Hanbury, II
Steve Lieberman

WHEREAS, the Virginia Senate and House of Delegates have both agreed to House Joint Resolution No. 163; and

WHEREAS, HJR 163 was a response to concerns with the future of the Craney Island Landfill, located on Hampton Roads in northern Portsmouth; and

WHEREAS, the resolution requests the U. S. Army Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate agencies to develop recommendations regarding alternatives to the expansion of Craney Island and plans for expediting the availability for development of the site; and

WHEREAS, the U. S. Army Corps of Engineers disposes dredged spoil at the four square mile Craney Island site; and

WHEREAS, the Corps has proposed expanding the landfill westward; and

WHEREAS, this is contrary to the recommendations of the Craney Island Commission appointed by Portsmouth's City Council; and

WHEREAS, the City of Portsmouth is interested in making Craney Island available for economic development purposes and public recreation at some point in the future; and

WHEREAS, the course of action outlined in HJR 163 is followed, the foundations for a better environment and a stronger state and local economy can be laid; and, be it hereby

RESOLVED that the City Council of Portsmouth, Virginia supports and endorses the intent of HJR 163; and, be it

RESOLVED FURTHER, That the City Manager is hereby directed to forward this resolution to the Office of the Governor, and our delegations to Congress of the United States and the Virginia General Assembly and to other Hampton Roads cities.

June 22, 1982

Approval expected for to dump dredged material

Section C

Friday, Jan. 22, 1982

NORFOLK — An ocean area 17 miles east of the mouth of the Chesapeake Bay probably will be approved as a dump site for dredged sediment from Hampton Roads within six months to a year, a U.S. Army Corps of Engineers official said Thursday.

Jim Melchor, chief of environmental analysis for the corps' Norfolk District, said the final environmental impact statement on the dump site was being prepared for submission to the Environmental Protection Agency.

Melchor's statements came at a press conference held by scientists from the National Oceanic and Atmospheric Administration, the corps, and Old Dominion University aboard NOAA's research ship Mount Mitchell.

The ship had just returned from a two-day research cruise to the circular site, which is eight miles in diameter and 60 to 70 feet deep. The scientists have been studying sediment dispersal, marine plants and animals and water quality in the area for three years.

The site is being considered as a dumping area for sediment from dredging projects in Hampton Roads and the southern channels of the bay. Those include the proposed deepening of Hampton Roads from 45 feet to 55 feet — a project aimed at opening the harbor to larger coal vessels.

Melchor said preliminary indications are that 80 percent of the estimated 70.3 million cubic yards of dredge spoil from the harbor-deepening would be dumped in the ocean site, with the rest going to Craney Island. The ocean site could be used as a dumping area for several hundred years, he said.

Part of the ocean site was used intermittently for dumping between 1900 and 1965. "So far we can't determine any difference between that part of the site and other parts," Dr. Ray-

[ ] Please see Dump, Page D3

OK expected on dump site

☐ Dump, from Page D1

mond W. Alden, an ODU oceanography professor, said.

Generally, dredge spoil from west of the Hampton Roads Bridge-Tunnel goes to Craney Island. Spoil from channels beyond the bridge-tunnel is dumped at the Dam Neck disposal site three miles off Virginia Beach.

The scientists are trying to determine what kinds of sediment the ocean site could accept without adverse environmental effects. Melchor said sediment from Cape Henry Channel is acceptable while that from portions of the more heavily polluted Southern Branch of the Elizabeth River is not.

No public hearing is required before the environmental agency makes a final decision on the site. State and federal agencies already have commented on the proposal. None objected, Melchor said.

There has been opposition, however. In comments on a draft environmental impact statement filed in October, the National Wildlife Federation questioned ODU's research methods and whether the Corps had adequately considered alternate sites.

W. Cranston Morgan, a board member of the Virginia Seafood Council, said the council has asked the Mid-Atlantic Fisheries Council to look into whether the dump site would affect surf clamming.

Scientists at Thursday's press conference said the site is not a highly productive fishing area. Alden said they were able to capture only a few organisms during this week's operations — sand dollars, some sand shrimp, a stone crab and some eels.

Dr. Catherine Warsh, a NOAA scientist, said sediments deposited at the dump site would be dispersed to the south-southwest. "There's no danger to the Chesapeake Bay," she said.

5

Commonwealth of Virginia (7898)

TO B & S No Tax

United States of America

THIS DEED, made this 19 day of June, 1948, between COMMONWEALTH OF VIRGINIA, party of the first part, and the UNITED STATES OF AMERICA, party of the second part:

W I T N E S S E T H:

WHEREAS, the Congress of the United States in the River & Harbor Act of 24 July 1946 (Public Law 525 - 79th Congress) adopted a project, as provided in House Document Number 563, Seventy-Ninth Congress, Second Session, for the construction of a disposal area of approximately 2500 acres, adjacent to and north of Craney Island in Hampton Roads, for the deposit of material dredged from the Norfolk Harbor and Hampton Roads, provided, among other things, that the Commonwealth of Virginia convey to the United States by appropriate legislation, or otherwise, title to the submerged lands to be permanently occupied by the disposal area; and

WHEREAS, the lands or part of the lands necessary for the construction and maintenance of this project is in the Commonwealth of Virginia; and

WHEREAS, the construction of the said disposal area as authorized by the Congress of the United States will result, directly and indirectly, in [illegible] to the Commonwealth of Virginia; and

WHEREAS, the General Assembly of the Commonwealth of Virginia by Chapter 266 of the Acts of Assembly of 1946, approved March 25, 1946, as amended by Chapter 272 of the Acts of Assembly of 1948, approved April 2, 1948, authorized and empowered the Governor of Virginia to execute in the name of the Commonwealth a deed conveying such right, title and interest as the Commonwealth of Virginia

may have to said land to the United States of America for use in connection with the construction and development of the aforesaid disposal area for dredged material.

NOW, THEREFORE:

WITNESSETH, That for and in consideration of the construction of the said disposal area by the United States, as authorized by the aforesaid appropriation acts, and in further consideration of the benefits accruing to the Commonwealth of Virginia, currently and ultimately, from the said construction the Commonwealth of Virginia does hereby by these presents grant unto the United States of America all of its right, title and interest in and to the following described lands, to-wit:

That certain piece, parcel or tract of submerged land containing thirty-four hundred acres, more or less, lying, situate and being in Hampton Roads, Western Branch Magisterial District, Norfolk County, Virginia, all of which is shown on map on file in the Office of the District Engineer of the Department of the Army at Norfolk, Virginia, titled "Submerged Lands to be Acquired from Commonwealth of Virginia in Connection with Proposed Disposal Area", File No. C1-1-1-517, dated January 28, 1946, said land being more particularly bounded and described as follows:

BEGINNING at a point on the wooden bulkhead which runs along the north side of Craney Island, located South 22 degrees, 11 minutes, 07 seconds West (S 22° 11' 07" W), two thousand five hundred sixteen and eighty-seven hundredths feet (2,516.87 Ft) from Corps of Engineer's Station No. 357+15.94 on the west channel line of Norfolk Harbor 40-foot Channel; thence North 67 degrees, 48 minutes, 53 seconds West (N 67° 48' 53" W), for like with and two thousand five hundred sixteen and eighty-seven hundredths feet (2,516.87 Ft) distant from aforesaid west channel line, eleven thousand nine hundred two feet (11,902 Ft) to a point; thence North 88 degrees, 41 minutes, 35 seconds West (N 88° 41' 35" W), ten thousand eight hundred fifteen feet (10,815 Ft) to a point; thence South 03 degrees, 28 minutes, 25 seconds West (S 03° 28' 25" W)

eleven thousand six hundred sixty-eight feet, more or less (11,668 Ft±) to point on the low water line of Hampton Roads, thence in a general southeasterly direction, binding upon the low water line in Hampton Roads, five thousand one hundred seven feet, more or less (5,107 Ft±) to toe of riprapped levee around land reclaimed by U. S. Navy Department; thence, northerly, binding upon the low water line along aforesaid riprapped levee, four hundred thirty feet, more or less (430 Ft±) to an angle point in the levee; thence, in a general easterly direction, binding upon the low water line along the north side of the aforesaid riprapped levee, five thousand two hundred eighteen feet, more or less (5,218 Ft±) to a point on the wooden bulkhead on the north side of Craney Island proper and on the northerly prolongation of a wire fence running north and south along the west side of Craney Island proper; thence in a general easterly direction, along and binding upon the wooden bulkhead running along the north side of Craney Island proper, nineteen hundred feet (1,900 Ft) to THE POINT OF BEGINNING.

PROVIDED, that this conveyance is expressly made subject to the rights of lessees of such oyster planting grounds as may be included in the lands hereinabove described; and that the party of the second part shall compensate, at the time of its occupancy, all oyster growers for crops in production who hold leases from the party of the first part in the submerged lands above described, or any other submerged lands on the south side of Hampton Roads which may be necessary for the construction, operation and maintenance of the aforesaid project, including dredging for fill material adjacent to the disposal area.

AND FURTHER PROVIDED, that this conveyance is made subject to such jurisdictional limitations and reservations as are contained in sections eighteen, nineteen, nineteen-a and nineteen-b of the Code of Virginia.

WHEREFORE, the Commonwealth of Virginia has caused these presents to be hereunto signed by its Governor and attested by its Secretary of the Commonwealth, with the official seal of the Common-

.wealth thereto affixed, the day, month and year first above writ-
ten.

William Tuck
GOVERNOR OF VIRGINIA

ATTEST:

SECRETARY OF THE COMMONWEALTH

VIRGINIA:- In the Clerk's Office of the Circuit Court of Norfolk County

This Deed was presented in said office with the certificate annexed and admitted to record. December 2 19 48 at 12:31 P.M.

Teste: E. T. White, Clerk

By Irene R. Wright

March 31, 1989

Plan Formulation Branch

Mr. Marshall Jackson
President
River Shore Civic League
4723 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Jackson:

Please refer to your letter of March 14, 1989 concerning the long-term disposal study which the Norfolk District is conducting in cooperation with the Virginia Port Authority. You specifically requested a summary of tests that have been initiated on alternate disposal sites other than the expansion of Craney Island.

In accordance with your request, I am enclosing a summary of recent investigations relating to disposal sites in the ocean and Chesapeake Bay and vicinity. The reports that are marked with an asterisk are available only from the following agency using the indicated NTIS call numbers:

National Technical Information Service (NTIS)
Department of Commerce
5285 Port Royal Road
Springfield, Virginia 22161

I hope this provides you with the information you desire.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

Summary of Investigations
Relating to Alternate Disposal Sites
In Hampton Roads

March 1989

Ocean Disposal (Norfolk Disposal Site and Dam Neck Ocean Disposal Site)

* 1. Geological and Geotechnical Analysis of Seabed Stability at the Norfolk Ocean Disposal Site Part I: Geological Analysis; ODU Dept. Oceanography for Norfolk District COE; 75 pp.; 5/31/83 (NTIS #AD A165308/8/XAB).

* 2. Geological and Geochemical Analysis of Seabed Stability at the Norfolk Ocean Disposal Site Part II: Geochemical Analysis; ODU Dept. Oceanography for Norfolk District COE; 44 pp.; 9/30/83 (NTIS #AD A165394/8/XAB).

* 3. A Review of the Aquatic Biological Resources of the Atlantic Coastal Area off Virginia Beach, Virginia Planning Aid Report; US F&WS for Norfolk District COE; 37 pp.; 2/28/84 (NTIS #AD A165024/1/XAB).

* 4. Evaluation of the Sensitivity of Baseline Monitoring: Microcosm-Field Water Quality Comparisons; ODU AMRL for Norfolk District COE; 10 pp.; 8/31/84 (NTIS #AD A165119/9/XAB).

* 5. Technical Report: An Assessment of the Potential Impacts on Zooplankton and Fish of Ocean Dredged Material Disposal at the Norfolk Disposal Site; JRB Associates for EPA, Region III; 51 pp.; 9/7/84 (NTIS #AD A165117/3/XAB).

* 6. Water Quality Monitoring at the Norfolk Disposal Site; ODU AMRL for Norfolk District COE; 47 pp.; 10/31/84 (NTIS #AD A165056/3/XAB).

* 7. Macrobenthic Communities of the Norfolk Disposal Site I; ODU AMRL for Norfolk District COE; 42 pp.; 10/31/84 (NTIS #AD.A165319/5/XAB).

* 8. Commercially Important Meroplankton of the Lower Chesapeake Bay and Proposed Norfolk Disposal Site I: Blue Crabs, Rock Crabs and Oysters; ODU AMRL for Norfolk District COE; 67 pp.; 1/31/85 (NTIS #AD A165416/9/XAB).

* 9. Toxins in the Vicinity of the Proposed Norfolk and Dam Neck Disposal Sites; ODU AMRL for Norfolk District COE; 71 pp.; 2/28/85 (NTIS #AD A165111/6/XAB).

* 10. Water Quality Monitoring at Dam Neck and Norfolk Disposal Sites; ODU AMRL for Norfolk District COE; 47 pp.; 2/28/85 (NTIS #AD A165192/6/XAB).

* 11. A Study of Physical Parameters at the Dam Neck Disposal Site during the Summer of 1984; ODU AMRL for Norfolk District COE; 22 pp.; 2/28/85 (NTIS #AD A165209/8/XAB).

* 12. Toxins in the Vicinity of the Proposed Norfolk Disposal Site; ODU AMRL for Norfolk District COE; 67 pp.; 2/28/85 (NTIS #AD A165111/6/XAB).

* 13. Macrobenthic Communities of the Norfolk Disposal Site II; ODU AMRL for Norfolk District COE; 48 pp.; 2/28/85 (NTIS #AD A165193/4/XAB).

Chesapeake Bay Alternate Sites (Ocean View, Willoughby Bay, Buckroe Beach, Hampton Flats, Chesapeake Bay)

* 1. Annotated Bibliography of the Lower Chesapeake Bay: Current Literature of Biological, Chemical, Geological and Physical Studies; ODU Dept. Oceanography for Norfolk District COE; 94 pp.; 1/31/84 (NTIS #AD A165064).

* 2. Seasonal Phytoplankton Composition and Concentrations in Lower Chesapeake Bay and Vicinity; ODU AMRL for Norfolk District COE; 44 pp; 3/31/84 (NTIS #AD A165112/4/XAB).

* 3. Trace Elements and Their Associations in Sediments Over the Hampton Roads Harbor and Lower Chesapeake Bay Area; ODU Dept. Geological Sciences for Norfolk District COE; 36pp.; 7/26/84 (NTIS #AD A165334/4/XAB).

* 4. Fin Fish Seasonality and Utilization of Hampton Roads and the Entrance Channel; ODU AMRL for Norfolk District COE; 100 pp.; 10/24/84 (NTIS #AD A165058/9/XAB).

* 5. Macrobenthic Communities of the Lower Chesapeake Bay; ODU AMRL for Norfolk District COE; 42 pp.; 10/31/84 (NTIS #AD A165393/0/XAB).

* 6. Evaluation of Salinity-Related Habitat Impacts in the Lower Chesapeake Bay and James River for Norfolk Harbor and Channels Deepening Study, Planning Aid Report and Accompanying Maps; US F&WS (Gloucester Pt., VA) and F&WS National Coastal Ecosystems Team (Slidell, LA) for Norfolk District COE; 126 pp.; (plus 26 maps); 10/31/84 (NTIS #AD A165397/1/XAB).

* 7. Meroplankton Monitoring Data from a Fixed Platform in the Chesapeake Bay Mouth, 1982-1983, ODU AMRL for Norfolk District COE; 55 pp; 11/8/84 (NTIS #AD A165062/1/XAB).

* 8. Seasonal Relationship Between Phytoplankton and Mero-zooplankton Populations in the Lower Chesapeake Bay, Virginia; AMRL and Dept. Biological Sciences for Norfolk District COE; 14 pp; 3/27/85 (NTIS #AD A165037/3/XAB).

* 9. Reverification of the Chesapeake Bay Model-Chesapeake Bay Hydraulic Model Investigation Technical Report HL-85-3; WES Hydraulics Lab for Baltimore District COE; 180 pp; 4/30/85 (NTIS #AD A155486/4/XAB).

10. Newport Island: An evaluation of Potential Impacts on Marine Resource of Lower James and Hampton Roads," Virginia Institute of Marine Science, (VIMS) 1987.

11. VIMS Sand Inventory: Clam Survey, 1982.

12. Oyster and Hard Clam Distribution and Abundance in Hampton Roads and Lower James River, VIMS for COE, 1980.

13. Other related investigations for bay alternatives include items 3, 8, and 17 under Ocean Disposal investigations.

* 14. Seasonality and Distribution of Fishes at the Proposed Northward Extension of the Dam Neck Disposal Site; ODU AMRL for Norfolk District COE; 28 pp.; 2/28/85 (NTIS #AD A165316/1/XAB).

* 15. Macrobenthic Communities of the Dam Neck Disposal Site; ODU AMRL for Norfolk District COE; 25 pp.; 2/28/85 (NTIS #AD A165355/9/XAB).

* 16. Characterization of Mero- and Icthyoplankton Communities Within the Chesapeake Bay Plume off Virginia Beach, Virginia During 1983-1984; ODU AMRL for Norfolk District COE; 214 pp.; 3/18/85 (NTIS #AD A165209/8/XAB).

* 17. Important Meroplankton of the Lower Chesapeake Bay and Proposed Norfolk Site II: Crustaceans and Icthyoplankton; ODU AMRL for Norfolk District COE; 219 pp.; 3/27/85 (NTIS #AD A165209/9/XAB).

General

1. Feasibility Report on Norfolk Harbor and Channels, Virginia, Deepening and Disposal, Printed as House Document 99-85, 99th Congress, 1st Session, 1985 (U.S. Government Printing Office, Washington D.C.).

NAOOC = MAR 2 1 1989

4723 River Shore Road
Portsmouth, VA 23703
March 14, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

On behalf of the River Shore Civic League, I would like to express my appreciation for your efforts to keep us advised of progress in the Corps of Engineer's study of proposed disposal areas. The meeting Wednesday morning, March 8, hosted by LTCOL Frost enumerated testing for Craney Island westward expansion which included the following:

a. Model Testing at Vicksburg, Mississippi
b. Useful Life Study
c. Cultural Resources Evaluation
d. Geotechnical Examination
e. Sand Quality Exploration

LTCOL Frost, however, declined to identify testing initiated at alternate sites.

I realize that studies are incomplete and, therefore, I am not requesting the Corps to prematurely divulge the results of these studies. I do however, request under the Freedom of Information Act, a summary of tests that have been initiated on the alternate disposal sites. As this information in no way compromises national security and therefore cannot be classified; and as I am not requesting study results, it is my opinion that identification of the testing initiated at all sites should be subject to the Freedom of Information Act.

I understand that under the Freedom of Information Act, I am responsible for reimbursing the Corps of any costs incurred.

I would like to again express my appreciation to the Corps of Engineers for keeping us "abreast of developments relative to the formulation of a long-term disposal plan" as promised in your 7 July 1988 letter to Congressman Sisisky.

Sincerely,

Marshall Jackson

Marshall Jackson
President
River Shore Civic League

cc: Congressman Norman Sisisky

FREEDOM OF INFORMATION ACT REQUEST

4647 River Shore Road
Portsmouth, VA 23703
January 25, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

I am writing you in reference to two matters. First, I would like to express my appreciation for your Robert Oswald's response to my personal request for data on the Craney Island Disposal Area Perimeter Dike Stability Analyses. The information he provided was helpful and appreciated.

Secondly, I would like to make a request in my capacity as a member of the River Shore Civic League Executive Committee. The Executive Committee (including officers) would appreciate an audience with you at a date, time and location of your choosing in order to discuss the issue of the Craney Island westward expansion and its alternatives. I realize a decision is not yet available, but would appreciate being made current with the progress.

I have appreciated your cooperation in the past and look forward to meeting with you in the near future.

Sincerely,

Elder L. Lash

Elder L. Lash

jl

EXECUTIVE CORRESPONDENCE

DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF:

April 3, 1989

Executive Office

Honorable Norman Sisisky
Bristol Square 1, #204
309 County Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am writing in response to your letter of March 27, 1989 concerning Craney Island Disposal Area and the long term disposal study for the Port of Hampton Roads.

The stakes located on Craney Island proper are being used for the normal day to day operations of the disposal area. The stakes located in the water immediately west of Craney Island are being used for boring locations and side-scan survey locations in support of the long term disposal study.

The Norfolk Harbor and Channels long-term disposal study addressing the inner harbor is continuing. A draft report is currently scheduled to be forwarded to our higher authority for review in July 1989 with an approved draft planned to be provided the Virginia Port Authority in September 1989. The final report is scheduled for completion in July 1990.

As you know, this study is being conducted in cooperation with the Commonwealth of Virginia acting through the Virginia Port Authority. As local sponsor of the deepening project, the Commonwealth is responsible for providing suitable disposal areas. For this reason, the product of this study will be an information report to assist the Commonwealth in making a decision regarding long-term disposal of dredged material from the inner harbor area.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
Commanding

DO NOT WRITE ON THIS COVER AS IT IS INTENDED FOR RE-USE
RETURN IT WITH THE FILE COPIES TO ORIGINATING OFFICE

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
PROCUREMENT AND MILITARY NUCLEAR SYSTEMS SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
INVESTIGATIONS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
REGULATION, BUSINESS OPPORTUNITY, AND ENERGY
CHAIRMAN, EXPORTS, TAX POLICY AND SPECIAL PROBLEMS

SELECT COMMITTEE ON AGING

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE
426 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-6365
FAX 202-226-1170

CONSTITUENT SERVICE OFFICES
BRISTOL SQUARE II, #204
309 COUNTY STREET
PORTSMOUTH, VA 23704
804-393-2068
FAX 804-441-3208

VIRGINIA FIRST SAVINGS BANK
34 FRANKLIN STREET, #607
PETERSBURG, VA 23803
804-732-2544

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-5575

March 27, 1989

Colonel Joseph J. Thomas
Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

I am contacting you on behalf of several constituents that are concerned with what appears to be survey action at Craney Island. According to these individuals, they have seen new stakes placed at various locations on the site and they question the reasons for the stakes.

I also understand they would like information on the status of the long term study of the possible expansion of Craney Island.

Please respond to 309 County Street, Suite 204, Portsmouth, Virginia 23704.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfs

February 3, 1989

Congressman Norman Sisisky
426 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Sisisky:

In September 1989, the United States Army Corps of Engineers will make a decision as to where additional spoils dredged from the Hampton Roads ship channels, required as a result of the 1986 Waterworks Bill, will be disposed. The Corps is considering various sites, but the possibility of a westward expansion of Craney Island alarms me and hundreds of other families who reside on River Shore Road.

I am acutely aware of your busy schedule and the limited time and energy you have to respond to a single issue--so I will be brief.

As you can discern from the attached copies of newspaper articles, letters and the Virginia General Assembly's 1988 HJR-163, there is widespread, strong and intense opposition to any expansion of Craney Island. Further, I have included a copy of exerpts from the 1974 Army Corps of Engineers Craney Island Environmental Impact Study, which details the adverse social, environmental and financial impact of a Craney Island expansion. The value of my home and other homes on River Shore Road would decrease minimally 50 percent.

Although there has been some time now since we have interacted, my past experience with you, while I served as a member of one of your advisory groups when I resided in Petersburg, leads me to believe that you are a concerned individual and sensitive to the needs of your constituents. I beseech you to truly understand our plight and to ally yourself on our side of this issue.

We are organized and determined not to allow any westward expansion of Craney Island. We have employed legal counsel to assist us in our efforts. We are determined and are intent on seeing this matter settled once and for all. Public knowledge of the <u>possibility</u> of a future westward expansion of Craney Island is already decreasing the marketability of our homes. You are a businessman and understand this phenomenon.

For some reason, our organization (River Shore Civic League) has not been able to determine your views on this issue. We ask you to sit with us either at your regional office or at one of our civic league meetings and support our cause. Thank you.

Sincerely,

James M. Patton, Ed. D.
4718 River Shore Road
Portsmouth, VA 23703
(804) 483-4936

copy to: Executive Committee Members
River Shore Road Civic League

1988 SESSION
ENGROSSED

HP2321523

HOUSE JOINT RESOLUTION NO. 163

House Amendments in [ ] - February 15, 1988

Memorializing Congress and the United States Army Corps of Engineers to adopt alternatives to the expansion of the Craney Island landfill for the disposal of material dredged from Hampton Roads.

Patrons--Moore and Melvin; Senator: Joannou

Referred to the Committee on Chesapeake and Its Tributaries

WHEREAS, in 1946, the Governor of Virginia conveyed certain submerged lands containing 2,500 acres, more or less, known as Craney Island, lying and being in Hampton Roads, to the United States of America to be used as a disposal site for material dredge from Hampton Roads Harbor; and

WHEREAS, the United States Army Corps of Engineers has announced proposals for the expansion of the Craney Island landfill area and continued use thereof beyond the originally projected termination date; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality to the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, Craney Island represents a site of substantial size which the City of Portsmouth can offer for expansion of its tax base to the relief of its private homeowners and residents; and

WHEREAS, in excess of sixty percent of the land of the City of Portsmouth is nontaxable either as real estate or personal property primarily by reason of ownership thereof by federal or state governmental agencies; and

WHEREAS, the Virginia Port Authority has expressed an interest acquiring 150 acres of the Craney Island property for port development and expansion; and

[WHEREAS, an assessment of the environmental impact on the seed oyster beds, other shellfish and crabs, which might be affected by alternatives to the Craney Island landfill should be considered prior to any expansion; and]

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed this intention to assure that Craney Island is developed in a manner which will guarantee maximum benefits for the city and the Commonwealth; and

WHEREAS, the Council of the City of Portsmouth is further committed to assure that Craney Island has developed in a manner compatible with the continued residential expansion occurring on the property in close proximity thereto; now, therefore, be it

[~~RESOLVED by the House of Delegates, the Senate concurring. That the General Assembly of Virginia hereby memorializes the Congress of the United States and the United States Army Corps of Engineers to adopt alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads; and, be it~~

~~RESOLVED FURTHER, That the General Assembly of Virginia urges Congress and the United States Army Corps of Engineers to adopt plans which will make Craney Island available for development at the earliest possible date; and, be it~~

RESOLVED by the House of Delegates, the Senate concurring, That the United States Army Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate federal and state agencies consider and make recommendations with respect to (i) all alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads and (ii) plans which would make Craney Island available for development at the earliest possible date; and, be it]

RESOLVED FURTHER, That the Clerk of the House of Delegates transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, the United States Army Corps of Engineers, and to all members of the Virginia Delegation to the United States Congress in order that they may

March 18, 1988

To: River Shore Civic League

Attached is HJR-103 and amendments to it (back of this sheet) which was recently passed by the General Assembly. The combined efforts of our League played a part in its passage, I'm sure. We have written a "thank you" letter to the Portsmouth delegation for introducing this Resolution.

If there are no objections, we will write to the Virginia congressional delegation and ask for their support when the Resolution is presented to Congress.

Several members of the Civic League have been in contact with the Corps of Engineers, Virginia Wildlife Federation and the Virginia Marine Resources Commission concerning the muddy water coming out of the pipe at Craney Island. The Corps has promised to monitor this situation.

John Tuttle

TAKEN FROM THE REVISED DRAFT ENVIRONMENTAL STATEMENT PREPARED BY CORPS of ENGINEERS DECEMBER 1974 CONCERNING REPLACEMENT STUDY – CRANEY ISLAND DISPOSAL AREA

Disposal Area. There are 30 waterfront lots which have an existing market value of $528,000 (exclusive of dwellings) and 28 lots across the street, facing the water, with a total market value of $282,800 (exclusive of dwellings).

6.15 The proposed extension would have a major social impact on the residents of River Shores, a significant impact on property values along the adjacent waterfront, and could impart other economic repre-cussions to the city of Portsmouth. In order to better appraise such interactions resulting from a westward expansion of the Craney Island Disposal Area, an economic impact study was conducted. The conclusions of this study indicate that the proposed westward extension would have a detrimental effect upon land values in the immediate vicinity of the proposed fill. The loss would range from a minimum of almost three million dollars to a maximum of well over five million dollars. This includes the entire Merrifield neighborhood as well as the River Shores subsection. In the absence of the proposed westward extension, water-front residential development along this shoreline would continue and property values would increase. The social impact cannot be measured adequately in monetary terms.

6.16 The construction of the levee system and the early deposit of spoil materials would contribute fine silt to the surrounding waters. As the levee construction became completed and a sluice system became operable, a continual release of some fine silt would be expected from the settling area. This product would replace what is now being released from the present disposal area. This type of material, if present in excessive concentrations, could have a detrimental effect on the immediate environment. Heavy siltation could blanket the sub-strate, smothering many benthic species and even undergoing decomposi-tion to the extent that reduced oxygen levels of the local water would follow. Such conditions are not anticipated, based on the opera-tional results of the present disposal area which has been in operation for 16 years. The site's water or substrate samples contain higher concentrations of heavy metals when compared with nearby estuarine areas. However, the complete significance of these values is not known since an extensive survey of other sites in Hampton Roads has not been conducted. Similar values may occur elsewhere in the area, yet it is most likely that an increase in these heavy metal concentrations may be attributed to the spoils placed in the disposal area. The water analysis does not contain indices of major pollution problems. Unfavorable odors may be associated with the disposal area and may be wind-carried to near-by residential sections.

6.17 The beneficial impacts on the local biota, brought about by the construction of the westward extension, would be limited. The major

TAKEN FROM THE ECONOMIC IMPACT OF THE WESTWARD EXPANSION OF THE CRANEY ISLAND DISPOSAL AREA STUDY OF OCTOBER 10, 1973.

is one of the best on Southside Hampton Roads. There are thirty water-front lots which have an existing market value of $528,000, and twenty-eight lots across the street facing the water, with a total market value of $282,800.

Information from the City Assessor's Office shows the following assessed values for land (lots) and improvements:

	Tax Section	Latest Assessment Lot	Bldg.	Total	Mkt. Value of Lots Appr. 2 x Assessment
Waterfront	887	$108,600	$249,620	$358,220	$217,100
	888	85,420	225,530	310,950	170,600
	889	70,595	182,940	253,535	140,300
		$264,615	$658,090	$922,705	$528,000
Across Street Facing Water	887	61,295	179,155	240,450	122,800
	888	50,555	159,875	210,430	101,000
	889	29,570	99,940	129,510	59,000
		$141,420	$438,970	$580,390	$282,800
Total of Both		$406,035	$1,097,060	$1,503,095	$810,800

Reference to quantification of subjective factor in the establishment of appraised and market values and interviews with appraisers led this research team to the conclusion that the loss of value to the River Shores lots would be substantial should the westward expansion take place. While admitting that subjective factors may be argued, the investigation led to the conclusion that the impact upon this thirty waterfront lots would result in a 50 percent drop in market value. Some recovery would be expected when the fill is completed some 25 to 30 years hence. The degree of recovery in value is simply too nebulous to speculate on. This recovery factor will be offset

by loss of value to existing improvements which this report does not consider. Neither of these facets can be reduced to reasonable dollar values. The approach of the report will perhaps minimize the impact, but it is felt that the figures used can be defended. It was also determined that the impact on the River Shores lots across the road from the water-front lots (and facing the broad expanse of Hampton Roads) would lose 25 percent of the market value if the westward expansion were to take place.

The market value of the lots in River Shores is determined by taking the assessment values and multiplying them by two. Evidence exists in other subdivisions (Greenefield Farms, Belvedere, Hatton Point, Merrifields) that the actual ratio of market assessed to market value approximates 2 : 1. Officially the assessment value in the City of Portsmouth is 75 percent of appraised value. Because of the recent land boom in the Churchland area, however, this ratio has lagged behind market changes. The ratio utilized is much more realistic.

The actual dollar loss in land value for the single-street subdivision is computed as follows:

Waterfront market value	$528,000; loss 50% or	$264,000
Off-waterfront market value	$282,000; loss 25% or	70,700
Total River Shores impact loss		$334,700

Ballard Farm - This property (and the proposed Southampton Project) will be most directly affected in terms of the nature and cost of future development. The approach to estimating impact upon this raw land is quite different (and considerably more complex) than the approach utilized above

Residents tell views on Craney Island

By GEORGE SHADROUI
Staff writer

PORTSMOUTH — Four cities, one county, several businesses, a half-dozen civic leagues and more than 20 residents lined up Thursday night to speak on the future of Craney Island.

But Ceferina G. Collier, a Suffolk resident who lives in Respass Beach, expressed the overwhelming consensus: "Please, not another mudpack on the beautiful visage of Hampton Roads."

In the first of several public hearings to discuss the future of Craney Island and the spoils dredged from Hampton Roads harbor, 150 residents showed up, most of them against plans to expand Craney Island or create a new disposal site in the harbor.

Speakers expressed concerns about economic and ecological consequences. Some urged the corps to dump the spoils in the open ocean, a site that would last forever. No one liked the idea of expanding Craney Island, which has been a disposal site since the 1950s.

Most speakers came from Suffolk and Portsmouth to oppose any westward expansion of Craney Island, saying it would destroy valuable waterfront property along River Shore Road and cause dire ecological and economic effects.

"We've been fighting this thing since back in the '60s," said Portsmouth City Councilman Jack P. Barnes. "And it appears we keep coming back to Craney Island."

> *"Please, not another mudpack on the beautiful visage of Hampton Roads."*
>
> **Ceferina G. Collier,**
> a Suffolk resident

Barnes, Mayor James W. Holley III and Councilman J. Robert Gray said any plans that would extend the life of Craney Island as a disposal site could only harm the city. Portsmouth wants Craney island freed for development. If Portsmouth assumed ownership of the 2,500-acre island, the city's land area would grow by 13 percent and the property might provide tax revenue and recreational space.

"We need it, and we need it now," Barnes said of the island.

Robert H. Barnes, president of the Merrifields Civic League, also stringently opposed any plan to expand the island. He said the city did not want to be a dumping ground for anyone.

Residents of River Shore Road, the waterfront neighorhood nearest Craney Island, showed up in force.

"It seems that there must be other spots to dump these spoils where people would not be hurt, financially or psychologically," said Betty Jane Parker, one of the residents. "If these other dumping spots cost more in transportation expenses, surely it would not compare with the cost of reimbursement for property values, plus lawsuits and litigation."

Since the 1960s, Craney Island has been the focus of attention and debate. It has been suggested that the island, four-square miles in area, could be used as an international airport, a world-class marine terminal or an industrial park.

The city of Portsmouth has steadfastly opposed any plans to extend its life as a dump site, for economic and ecological reasons. Suffolk has been equally opposed because residents in the northeast corner of the city would be affected.

But none of this solves the corps' problem of how best to dispose of spoils dredged over the next few years as it undertakes a major effort to deepen the harbor here.

Extending Craney Island to the north and west is one option among many being looked at by the corps. In addition to those opposed by speakers, the corps also is considering the Dam Neck Disposal Site off Virginia Beach, a site in the Chesapeake Bay and the proposed Norfolk Disposal Site, which is 17 miles east of Virginia Beach in the ocean.

Col. J.J. Thomas, representing the corps, said a study of all these options should be in final form by the summer of 1990.

Appendix F
2-93

Dredging deposits may help build up beach

By CYRIL T. ZANESKI
Staff writer

VIRGINIA BEACH — Sand and silt dredged from shipping channels is usually called "spoil." It is "dumped" into the deep sea or "disposed" of in isolated landfills far from people and wildlife.

No more.

Spoil is now "dredged material." Disposal is "relocation" or "fill." And dumping, "placement."

In addition to a new vocabulary, the nation's premier dredger, the Army Corps of Engineers, is trying out a new approach to dredging disposal that "accentuates the positive" about stuff it will dig out of bays, rivers and harbors in record amounts over the next five years.

As a result of the landmark 1986 waterworks bill, which will nearly double the corps' dredging, William R. Murden Jr., national chief of the Corps' dredging division, wants the waste put to use. He believes it can enhance the resources that environmentalists accuse the corps of destroying: beaches, shellfish grounds, wetlands and aquatic grasses.

He found an easy ally last week in the city of Virginia Beach.

"I have found that if you lay all your cards out on the table, the environmental community is willing to work with you."

William R. Murden Jr.,
national dredging chief, Army Corps of Engineers

One day after he addressed an audience of 30 planners, engineers, scientists and other officials at the Pavilion, City Manager Thomas H. Muehlenbeck expressed willingness to join Murden's campaign.

Muehlenbeck asked the Corps to consider the city as a possible site for experimenting with "Murden's Mound" — an offshore berm or series of berms of dredge material that would cut the power of waves before they hit the shoreline.

As appealing as it is to desperate beach communities, Murden's theory is complicated, unproven and controversial. It faces stiff environmental tests in a major demonstration project off the Alabama coast in the Gulf of Mexico.

Environmental officials, such as Mark Thompson, the assistant supervisor of the National Marine Fisheries Service's Panama City office, will be watching the work closely.

"We are very skeptical this approach of building the berms will be a sound replacement for deep gulf disposal," Thompson said in an interview. "But the proof is in the pudding. And the corps is making the pudding."

Along with erosion-control work in the gulf, the corps has also launched two separate projects in the Maryland portion of the Chesapeake Bay, where the corps is using dredged material to build shellfish bars and plant aquatic grasses.

If the projects succeed, Murden could save tax dollars, cutting the cost of dredged-material disposal and of fighting erosion. In Hampton Roads alone, this would be worth several million dollars.

Furthermore, Murden hopes to win support for the corps from environmental groups, some of which, he joked, have threatened him in the past with tar and feathers.

"I have found that if you lay all your cards out on the table," Murden said, "the environmental community is willing to work with you."

Ironically, cities such as Virginia Beach and Norfolk have been fighting the corps, not environmental groups, over the use of dredged material.

The corps is planning to dump a mother lode of precious beach sand from scheduled dredging in the Bay into the Atlantic Ocean, several miles from eroding beaches.

Murden is offering a compromise between placing sand on the beach and deep ocean disposal. Beach reconstruction is the most effective erosion fighter, he said, but dredged sand is often too silty or too fine to stay put on a strand.

Instead, he proposes dumping fine sand and silt between the surf and offshore zones. Dredged material would build underwater mounds to block storm waves, allow currents to carry sand to beaches or put it within

Please see SAND, Page D4

Craney Island's future up for review

By GEORGE SHADROUI
Staff writer

PORTSMOUTH — Since Army engineers turned Craney Island into a dregs disposal site 30 years ago, it's been called a savior of the Hampton Roads harbor and an albatross on Portsmouth's economy; a haven for waterfowl and an ecological disaster; a farsighted engineering coup and a shortsighted disposal plan.

It also has been suggested that if the Army Corps of Engineers would stop dumping the material dredged from the river bottom there, Craney Island might serve as an international airport, a world-class marine terminal, an entry point for a bridge tunnel to the Peninsula or a vital industrial site for Portsmouth.

But years of public debate have not resolved the issue, and this week the discussion begins anew.

At a public hearing Thursday, the cities of Portsmouth and Suffolk and concerned residents will again express their views about the future of Craney Island and their opposition to one of the corps' options — westward expansion of the project that would, said one resident, "obliterate" more than a mile of waterfront property on River Shore Road.

To buttress their positions, Portsmouth and Suffolk cite dire ecological and economic consequences. Property values would drop, the oyster industry would suffer and future development would be jeopardized, officials argue. Residents on River Shore Road talk of their waterfront homes becoming abandoned mudfront houses.

The corps is considering other sites but has steadfastly declined to take a position until a study due in 1990 is completed.

The basic issues have not changed much in three decades. Now as well as then, the state and region need a place to dump sand and mud dredged from river bottoms. In the 1950s, an obscure edge of Portsmouth called Craney Island seemed ideal. It was close, undeveloped and uncontroversial.

The quiescence did not last, however. By the 1960s, visions of airports, marine terminals and industrial parks were dancing in the heads of local officials. River Shore Road was a tax-producing subdivision. When the corps be-

Please see CRANEY, Page D4

8-3-87

CENAO-PL-F 19 April 1989

MEMORANDUM FOR: Commander, Naval Base, Norfolk, Virginia 23511-6002

SUBJECT: Navy Interest in Craney Island Disposal Area

1. Reference your 21 March 1989 letter, 5090, Ser N9/2229, and our recent conversation concerning the above subject.

2. As you know, Craney Island is rapidly reaching capacity. Based on the current deposition rate of about 4 million cubic yards of dredged material annually and no further channel deepening, it is estimated that Craney Island would be filled by the late 1990's. For this reason, we are currently conducting a study to assist the Commonwealth of Virginia, as local sponsor of the deepening project, in making a decision regarding long-term disposal of dredged material from the inner harbor area. We plan to furnish the Virginia Port Authority a copy of our draft report this fall.

3. In the meantime, I am considering such measures to conserve the life of Craney Island as taking suitable deepening and maintenance material to the ocean and using it for beneficial purposes whenever possible.

4. It is important to note that even with ocean disposal of suitable material, there will still be a need for a confined area such as Craney Island for the disposal of material that is unsuitable for ocean disposal. At this time, Craney Island continues to serve as an economical disposal area and no decision has been made concerning either its replacement or its ultimate ownership. The Virginia Port Authority has also expressed interest in obtaining all or portions of the site for port development. However, I can assure you that the Navy's needs will be given full consideration in arriving at a decision regarding the future use and ownership of Craney Island.

5. Your continued interest in Craney Island is appreciated and we will include COMNAVBASE, Norfolk in any future discussions concerning the disposition of this property.

J. J. THOMAS
Colonel, Corps of Engineers
Commanding

DEPARTMENT OF THE NAVY

NAVAL BASE
NORFOLK, VIRGINIA 23511-6002

IN REPLY REFER TO
5090
Ser N9/
21 MAR 1989

From: Commander, Naval Base, Norfolk
To: Commander, U.S. Army Corps of Engineers, Norfolk District

Subj: NAVY INTEREST IN CRANEY ISLAND DISPOSAL AREA

1. As a partner in the use and development of the Port of Hampton Roads, the Navy is vitally interested in coordinated planning for the future disposition of the Craney Island Disposal Area. The property has been a practical and economical site for disposing dredged spoil, and once it reaches capacity, will provide an important regional asset given its location and convenient access to shipping channels.

2. The Navy's long term commitment to this region includes increased land and facility requirements to meet evolving missions. We are interested in potential use of the Craney Island Disposal Area to meet these requirements. As regional coordinator for the Navy in Hampton Roads, I will serve as our single point of contact on the Craney Island Disposal Area issue. Request you include COMNAVBASE, Norfolk in any future discussions on this property. My representative is Mr. T. C. Horsch, Head of the Planning and Real Estate Department, Atlantic Division, Naval Facilities Engineering Command, PH 445-2300.

J. PAPPAS

April 19, 1989

Plan Formulation Branch

Mr. Elder L. Lash
4647 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Lash:

Please refer to your letter of March 24, 1989 concerning your recent meeting with members of my staff on the long-term disposal study which is addressing the inner harbor area. You specifically requested a review of your summary of the major points discussed at the meeting.

Based on our review of your meeting summary, the following corrections and additions are provided.

a. Corps of Engineers draft report is scheduled to be forwarded to higher authority for review in July 1989.

b. Corps of Engineers final report is scheduled to be forwarded to higher authority in May 1990.

c. Corps of Engineers is scheduled to give the final report to the Commonwealth in July 1990.

d. The following investigations have been conducted for the Craney Island expansion schemes:

1. Model Testing at Vicksburg, Mississippi;

2. Useful Life Study;

3. Cultural Resources Evaluation;

4. Geotechnical Examination; and

5. Sand (borrow) Exploration Study.

e. Corps declined to divulge testing at alternate sites. Instead, the Corps recommended that the River Shore Road Civic League wait until the approved

draft report has been given to the Virginia Port Authority. The report will show how alternative plans were screened and evaluated.

f. Only a small portion of dredged material is unsuitable for ocean disposal. Note 2 - The Ocean Dumping Regulations (40CFR Part 228) require that material which may be dumped in the ocean go through rigorous testing and analysis to determine suitability of dredged material. According to the guidance provided by the Corps/EPA Implementation Manual (1978), bioassays are the primary tool used for making these determinations. The purpose of bioassays in the context of ocean dumping is to assess whether sensitive species in the vicinity of the dump site will be killed or injured by a given dredged material. Sediments which demonstrate a statistically significant increase in mortality are considered unsuitable for ocean disposal. The Corps has taken the position that only statistically significant differences which also exceed 10% in absolute magnitude will be regarded as environmentally significant (for example, 15% mortality in test animals versus 4% in controls). This is not a rigid guideline, only the interpretation that the Corps has made. The only justification for the 10% factor is the statement in the Implementation Manual that "there is a general feeling among many scientists that differences between control and treatment survival of 10% are necessary before predictions of probable impact can be made" (U.S. Environmental Protection Agency/U.S. Army Corps of Engineers, 1977).

g. If the existing Craney Island Disposal Area is properly managed and is used only for the disposal of unsuitable material, it would have a long-term life expectancy. This is only one of numerous plans being considered in the study. With this scheme, there would not be a need for another confined site for the foreseeable future.

h. House Joint Resolution #163 has had no known influence on the Corps long-term disposal study. The Corps study is being conducted in cooperation with the Commonwealth of Virginia, acting through the Virginia Port Authority. In this regard, the study is being influenced by the Virginia Port Authority.

i. The Commonwealth of Virginia has notified the Corps of Engineers of adoption of House Joint Resolution #163. However, the Corps is not aware of any specific action underway by the Commonwealth as a result of this resolution.

j. Formal coordination of a draft Environmental Impact Statement with all appropriate Federal, state, local, and private interests would occur only as a part of the Commonwealth's effort to implement a particular disposal plan.

Thank you for the opportunity to review your meeting notes.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

4647 River Shore Road
Portsmouth, VA 23703
March 24, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

Once again, I would like to express my appreciation for your LTCOL William Frost, Mr. Robert Ogle and Mr. Tom Yancey meeting with us on March 8, 1989.

I have enclosed a summary of my understanding of the major points discussed. I request that you review this summary and provide me with any additions/corrections you deem necessary.

Sincerely,

Elder L. Lash

Elder L. Lash

Enclosure
cc: Congressman Norman Sisisky

Meeting - Corps of Engineers
March 8, 1989
10:00 a.m.

Present: Mr. John Hardy, Dr. John Hollowell, Mr. Marshall Jackson, Mr. Elder Lash, Mr. Jerry Nickerson

LTCOL William Frost, Mr. Robert Ogle, Mr. Tom Yancey

Summary of Discussion:

. State of Virginia sponsored Corps of Engineers' study.

. Virginia State Port Authority is the Corps of Engineers point of contact with the State.

. Corps of Engineers will not make a recommendation, but only present alternatives for State's selection.

. Corps of Engineers draft report estimated completion date - July 1989.

. Corps of Engineers approved report estimated completion date - September 1989 (presented to State).

. Corps of Engineers final report - May 1990.

. Corps of Engineers completed report - July 1990.

. The following tests have been initiated for Craney Island westward expansion:

a. Model Testing at Vicksburg, Mississippi
b. Useful Life Study
c. Cultural Resources Evaluation
d. Geotechnical Examination
e. Sand Quality Examination

. Corps declined to divulge testing at alternate site. (See Note 1).

. Only small proportion of dredged material is unsuitable for ocean disposal. (See Note 2)

. If existing Craney Island disposal area is properly managed and is used for disposal of materials unsuitable for ocean dumping and maintenance dredging only, it should have a life expectancy into the foreseeable future. (therefore no need to expand)

. House Joint Resolution #163 is in no way influencing Corps of Engineers study.

- The State of Virginia has not notified the Corps of Engineers of the intention of House Joint Resolution #163.
- Environmental Protection Agency study will only be initiated at the State of Virginia's request.

Note 1- This information has been officially requested under the Freedom of Information Act.

Note 2- Material unsuitable for ocean disposal is determined by granular composition of 10% mortality rate for marine organisms within a prescribed period of time.

May 11, 1989

Plan Formulation Branch

Honorable Norman Sisisky
Representative in Congress
Bristol Square 1, # 204
309 County Street
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

In accordance with your recent request, I am enclosing an Information Paper concerning our Norfolk Harbor and Channels Long-Term Disposal Study.

Thank you for your continued interest in the Port of Hampton Roads and its related disposal problem. Should you have any questions or need any additional information, please do not hesitate to call me.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

NORFOLK HARBOR AND CHANNELS, VIRGINIA
LONG-TERM DISPOSAL

PURPOSE

A major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. As local sponsor of the Norfolk Harbor and Channels Deepening Project, the Commonwealth of Virginia is responsible for providing suitable disposal areas. For this reason, the product of this study will be an information report to assist the Commonwealth in making a decision regarding long-term disposal.

FACTS

The study is being conducted in two parts. Emphasis is initially being placed on addressing the need for and feasibility of developing a long-term plan for the disposal of dredged material from the inner harbor area of Hampton Roads. The inner harbor represents the area in the port west of the Hampton Roads Bridge-Tunnel. The second portion of the study is addressing the outer harbor area which includes Thimble Shoal Channel and also the new Atlantic Ocean Channel required if and when the 55-foot project is constructed.

DISCUSSION

The existing Craney Island Disposal Area is rapidly becoming filled to capacity. Current estimates indicate that based on existing disposal requirements, it will be filled to capacity by the late 1990's. Therefore, the replacement and/or expansion of Craney Island for disposal of dredged material from the inner harbor area is a most critical problem facing the port. Of special concern is the fact that once Craney Island is full there will not be any place to dispose of material from the Southern Branch of the Elizabeth River or other areas which are not suitable for ocean disposal.

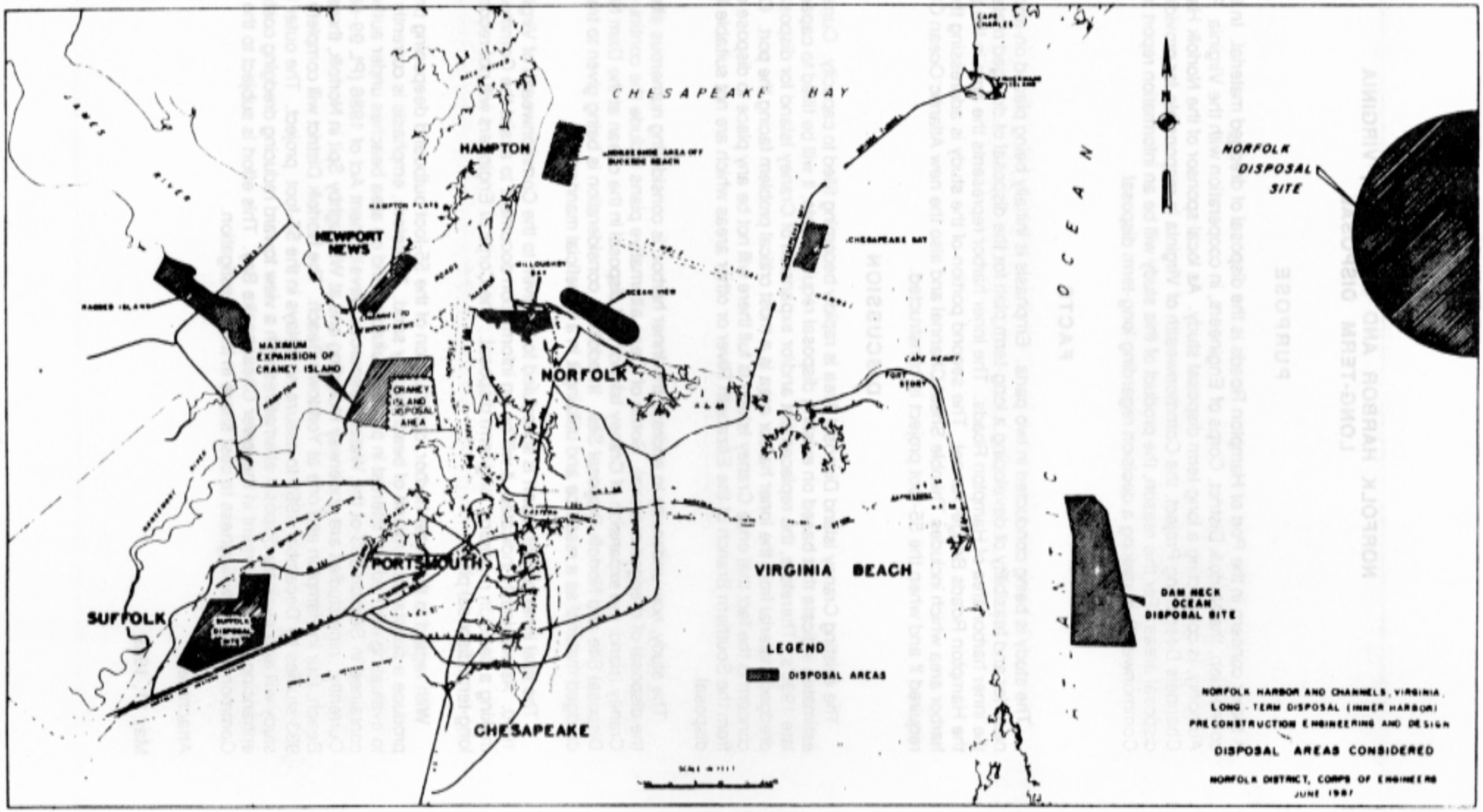
The study, now underway to address the inner harbor, is considering numerous alternatives for the disposal of dredged material. Some of these alternative plans include the continued use of Craney Island; the expansion of Craney Island; and disposal in the ocean at the Dam Neck Ocean Disposal Site and Norfolk Disposal Site. In addition, consideration is being given to treating dredged material as a resource and utilizing it in a beneficial manner.

The final inner harbor report is scheduled to be given to the Commonwealth of Virginia in July 1990. As previously indicated, it will be an information document to assist the Commonwealth in making a decision regarding long-term disposal. The Corps of Engineers will not recommend a long-term disposal plan.

With regard to the outer harbor, construction of the 55-foot outbound deepening project may produce a substantial amount of beach quality sand. Therefore, emphasis is currently being given to evaluating the Federal interest in placing suitable sand on area beaches under authority contained in Section 933 of the Water Resources Development Act of 1986 (PL 99-662). Currently, nine studies are underway including one at Willoughby Spit in Norfolk, three in Virginia Beach, four in Hampton and one at Yorktown Beach. The Norfolk District will complete all Section 933 studies by December 1989 to assure no delays in the 55-foot project. The outer harbor study will also evaluate disposal alternatives with a view toward reducing dredging costs and enhancing the environment in the lower Chesapeake Bay. This effort is subject to the Commonwealth's willingness to cost share in the investigation.

Attachment

May 11, 1989


CHESAPEAKE BAY
HAMPTON
NEWPORT NEWS
NORFOLK
PORTSMOUTH
SUFFOLK
CHESAPEAKE
VIRGINIA BEACH
OCEAN
NORFOLK DISPOSAL SITE
DAM NECK OCEAN DISPOSAL SITE
MAXIMUM EXPANSION OF CRANEY ISLAND
CRANEY ISLAND DISPOSAL AREA
LEGEND
DISPOSAL AREAS
NORFOLK HARBOR AND CHANNELS, VIRGINIA
LONG - TERM DISPOSAL (INNER HARBOR)
PRECONSTRUCTION ENGINEERING AND DESIGN
DISPOSAL AREAS CONSIDERED
NORFOLK DISTRICT, CORPS OF ENGINEERS
JUNE 1981

May 26, 1989

Plan Formulation Branch

Mr. Elder L. Lash
Executive Board
River Shore Civic League
4647 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Lash:

Please refer to your letter of May 9, 1989 requesting a list of all studies initiated after the public meeting held at Churchland Junior High School on August 6, 1987 concerning our long-term disposal study. The time spent since the public meeting has not been directed at the Craney Island Disposal Site. The Corps in cooperation with the Virginia Port Authority has been striving to investigate numerous alternatives, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to Sea; and

Capping unsuitable material at sea.

The numerous studies that were conducted prior to the public meeting are still very pertinent to the current evaluation process. We have taken advantage of all available studies in evaluating and screening the above alternatives for long-term disposal.

Please call on me if I can be of further assistance in this important matter.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

4647 River Shore Road
Portsmouth, VA 23703
May 9, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

On March 14, 1989 the River Shore Civic League requested, under the Freedom of Information Act, a summary of tests that had been initiated on disposal sites other than Craney Island. In your March 31, 1989 response you detailed thirty-one tests, all of which were completed prior to your Public Meeting held at Churchland Junior High School on August 6, 1987. It should be noted that the minutes of this Public Meeting stated that, "In order to do a complete study we have to look at all (alternatives)" and "all viable alternatives will be evaluated". Further, in your April 19, 1989 letter, you enumerated five studies currently ongoing for the Craney Island disposal site.

The inescapable conclusion is that the time spent since the August 6, 1987 meeting has been directed toward the Craney Island disposal site. In the event that I am mistaken, due to your failure to list all studies initiated since the Public Meeting, I would appreciate being advised.

Sincerely,

Elder L Lash

Elder L. Lash
Executive Board
River Shore Civic League

cc: Mr. Robert Bray
Mr. George Hanbury
Senator John Joannou
Delegate Kenneth Melvin
Delegate William Moore
Mr. Curry Roberts
Congressman Norman Sisisky
Ms. Gloria Webb

June 14, 1989

Plan Formulation Branch

Honorable Norman Sisisky
Representative in Congress
309 County Street
Suite 204
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of June 1, 1989 on behalf of several of your constituents regarding Craney Island and the ongoing long-term disposal study that this office is conducting in cooperation with the Virginia Port Authority.

The principal authority for conducting the long-term disposal study is the Water Resources Development Act of 1986 (Public Law 99-662). This is the law that authorized the 55-foot channel deepening for Norfolk Harbor and Channels. There is no contract with the Virginia Port Authority regarding conduct of the study. We have a letter of intent indicating that it supports the investigation and will cost share in the study during construction of the remaining portions of the deepening project.

This investigation will result in an information document to assist the Commonwealth in making a decision regarding the long-term disposal of dredged material from the Hampton Roads inner harbor area. The Corps will not recommend a long-term disposal plan.

The subject of disposal and a replacement site for Craney Island has been under study since Congressional authorization in 1968 and several public meetings have been conducted as a part of these studies. Similarly, this office conducted a public scoping meeting on August 6, 1987 in Portsmouth as a part of the current long-term disposal study. At this meeting and subsequently thereto, this office has advised interested parties of the various plans under consideration, related field investigations, and the study schedule. There is no requirement, and it would be inappropriate to notify the public of "progress" since any "apparent" results are certainly premature at this time and until the report has been reviewed and approved by my higher headquarters. Of course, the results will be made available to the public once the study is complete, has been reviewed by higher authority, and furnished to the Commonwealth.

Thank you for your continuing interest in this important matter. Please let me know if I can be of any further assistance to you.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
PROCUREMENT AND MILITARY NUCLEAR SYSTEMS SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
INVESTIGATIONS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
REGULATION, BUSINESS OPPORTUNITY, AND ENERGY
CHAIRMAN, EXPORTS, TAX POLICY AND SPECIAL PROBLEMS

SELECT COMMITTEE ON AGING

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
436 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-6365
FAX 202-225-1170

CONSTITUENT SERVICE OFFICES:
BRISTOL SQUARE I, #204
309 COUNTY STREET
PORTSMOUTH, VA 23704
804-393-3088
FAX 804-441-2208

VIRGINIA FIRST SAVINGS BANK
34 FRANKLIN STREET, #907
PETERSBURG, VA 23803
804-732-3644

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-6676

June 1, 1989

Col. Joseph J. Thomas
Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Col. Thomas:

I am contacting you on behalf of several constituents regarding Craney Island.

I understand they would like information on your contract with the Virginia Port Authority. Apparently, they would like to know the exact law which covers your contract with the Virginia Port Authority as well as what the contract requires of your agency in notifying the public of the progress, process and results of the study.

Please review their concerns and respond to 309 County Street, Suite 204, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm

June 19, 1989

Plan Formulation Branch

Honorable John Warner
United States Senate
225 Russell Senate Office Building
Washington, DC 20510-4601

Dear Senator Warner:

I am responding to your inquiry of June 7, 1989 on behalf of Mr. and Mrs. William Hoffman concerning the possibility of expanding the existing Craney Island Disposal Area.

As you know, a major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. As local sponsor of the Norfolk Harbor and Channels Deepening Project, the Commonwealth of Virginia is responsible for providing suitable disposal areas. For this reason, the product of this study will be an information report to assist the Commonwealth in making a decision regarding long-term disposal.

The existing Craney Island Disposal Area is rapidly becoming filled to capacity. Current estimates indicate that based on existing disposal requirements, it will be filled to capacity by the late 1990's. The 55-foot outbound deepening project would fill Craney Island to capacity. Therefore, the replacement and/or expansion of Craney Island for disposal of dredged material from the inner harbor area is a most critical problem facing the port. Of special concern is the fact that once Craney Island is full there will not be any place to dispose of material from the Southern Branch of the Elizabeth River or other areas which are not suitable for ocean disposal.

The inner harbor study is considering numerous alternatives for the disposal of dredged material, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to Sea; and

Capping unsuitable material at sea.

Consideration is also being given to treating dredged material as a resource and utilizing it in a beneficial manner where possible. Beneficial use has been made of considerable quantities of material dredged from channels in the outer harbor in Chesapeake Bay. With regard to the inner harbor, when channels were deepened to 50 feet, a portion of the material within the Newport News Channel was used for dike stabilization at Craney Island. The 50-foot Norfolk Harbor Channel Deepening consisted primarily of clay and silt and was therefore disposed inside Craney Island.

Anticipated future dredging in the inner harbor is expected to exceed 4 million cubic yards annually. The majority of this dredging will consist of maintaining depths of navigation channels and entrances to docks and piers by Federal, state, and private interests. This dredged material is primarily composed of clay and silt and is unsuitable for beach nourishment or construction purposes. The only possibility of obtaining some suitable material from the inner harbor is from new work dredging in areas previously undredged or locations being dredged to greater depths. However, the amount of sand available will be small. Therefore, while beneficial uses of dredged material should be incorporated as a part of any disposal strategy, there will always be a substantial need for a long-term disposal plan.

The final inner harbor report is scheduled to be given to the Commonwealth of Virginia in July 1990. As an information document, it will include a draft Environmental Impact Statement. Formal coordination of the draft EIS with all appropriate Federal, state, local, and private interests would occur only as a part of the Commonwealth's effort to implement a particular plan and, where necessary, request a permit from the Corps. The Corps will not recommend a long-term disposal plan.

I hope the above furnishes you with the information you desire on this very complicated study as we proceed toward its completion. Please call on me if I can be of further service in this important matter.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

JOHN WARNER
VIRGINIA

ARMED SERVICES
SELECT COMMITTEE ON INTELLIGENCE
ENVIRONMENT AND PUBLIC WORKS
SPECIAL COMMITTEE ON AGING

United States Senate

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DOMINION BANK BUILDING
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ROANOKE, VA 24011-1474
(703) 982-4676

June 7, 1989

Colonel J. J. Thomas
District Engineer
U.S. Army Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

Please find enclosed correspondence from Mr. and Mrs. William Hoffman which is representative of concerns expressed to me by many other residents of the area involving the possibility of expanding the Craney Island disposal area.

I would appreciate any information the Corps can provide on the present status of studies examining the expansion of Craney Island, ocean disposal of dredged material or other possibilities to accommodate the dredging of the Hampton Roads Channel. It is my understanding that the Environmental Impact Statement (EIS) being prepared will analyze a variety of options. When will a draft EIS be available for public review and comment?

Also, can you advise me on the current life of Craney Island. Is sufficient space available to accept dredged material from Phase II, the 55-foot channel, of the Norfolk Deepening project, plus material from the routine maintenance dredging scheduled for the area?

The issue of the suitability of the dredged material for beach nourishment is one of great interest to the surrounding areas. Do you have any estimates on the quality of the sand for beach restoration and what impact will this have on reducing the need for disposal at Craney Island?

I would appreciate any information you could share on this very complicated issue as I realize the status of Craney Island depends largely on the willingness of the State of Virginia to commit to Phase II of the Norfolk Deepening project.

With kind regards, I am

Sincerely,

John Warner

JW:al

4609 Rivershore Road
Portsmouth, VA 23703
May 7, 1989

Senator John W. Warner
225 Russell Senate Bldg.
Washington, D.C. 20515

Dear Senator:

As a taxpayer of Portsmouth, VA and resident of Rivershore Road, I am opposed to the underhanded way in which the U.S. Civil Corps of Engineers is handling the disposal of dredgings from the channel in the James River. It is my understanding that they plan to extend the present fill area westward thereby, in effect, eliminating the wetlands of the Rivershore area on the James River. Polutants, carcinagens, and other noxious material will drain into and contaminate the wetlands and adjacent property.

In adition to the foregoing, property owners in the Rivershore area are facing a serious financial loss due to devaluation of their real estate.

We are looking forward to any assistance your office can give toward a mutually satisfactory resolution to this problem.

Yours truly,

William L. & Clare E. Hoffman

July 10, 1989

Planning Division

Honorable Norman Sisisky
Representative in Congress
309 County Street
Suite 204
Portsmouth, VA 23704

Dear Mr. Sisisky:

In the temporary absence of Colonel J. J. Thomas, I am responding to your letter of June 27, 1989. Enclosed for your information are copies of correspondence that we have had with Mr. Elder L. Lash in recent months. In summary, we have advised him of the following:

a. Time spent since the public meeting has not been solely directed at the Craney Island Disposal Site.

b. We have taken advantage of all available studies in evaluating and screening alternatives for long term disposal.

c. It is only after we have finished and released the final document that more complete answers to issues he is raising will be available.

Responding more specifically to Mr. Lash can be handled more appropriately when we have released our final report. It is in that document that tests (including economic and sensitivity analyses) for this very complex study are more logically identified and explained.

Please call if I can be of further service.

Sincerely,

R. F. Sliwoski
Major, Corps of Engineers
Acting District Engineer

July 3, 1989

Plan Formulation Branch

Mr. Elder L. Lash
Executive Board
River Shore Civic League
4647 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Lash:

Reference is made to your letter of June 4, 1989, which is seeking information that you believe will support a conclusion drawn in a letter you wrote to me on May 9, 1989. That letter stated, "The inescapable conclusion is that the time spent since the August 6, 1987 meeting has been directed toward the Craney Island Disposal Site."

In my letter of May 26, 1989, I stated, "The time spent since the public meeting has not been solely directed at the Craney Island Disposal Site." We have tried to develop all information necessary for the formulation of a major study. I think that once we have finished and released the final document, more complete answers to issues you are raising will be available.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

4647 River Shore Road
Portsmouth, VA 23703
June 4, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

I am once again writing to you on behalf of the River Shore Civic League, this time in response to your letter of May 26, 1989. Stated as simply as possible, the question was, has been, and continues to be "what specific testing has been initiated on inland disposal areas other than Craney Island since the public meeting at Churchland Junior High School."

If you remember during our meeting with your representatives on March 3, 1989, the Corps enumerated, in significant detail, tests that had been undertaken within the last two years at Craney Island. However, when asked to give similar information on other inland sites the Corps has avoided responding as indicated below:

a. At our meeting with you on March 3, 1989 refused to respond with the comment, "that to respond to this question would prematurely divulge the Corps findings."

b. In reply to our request under the Freedom of Information Act, answered, in your letter of March 31, 1989 that thirty-one tests had been undertaken all of which had been completed prior to the date of the public meeting.

c. Our reaction to that letter was that apparently no studies had been initiated during the two years since the public meeting at which the Corps committed to study all alternative sites during the ensuing two years. Your May 26, 1989 response was simply that the Corps had completed studies but identified no specific tests.

You continue to fail to respond to the question simply stated in paragraph one. I am prepared to meet with you at your convenience to clarify this question if you have difficulty in understanding it.

Sincerely,

Elder L. Lash

Elder L. Lash
Executive Board
River Shore Civic League

cc: Mr. Robert Bray
Mr. George Hanbury
Senator John Joannou
Delegate Kenneth Melvin
Delegate William Moore
Mr. Curry Roberts
Congressman Norman Sisisky
Ms. Gloria Webb

May 26, 1989

Plan Formulation Branch

Mr. Elder L. Lash
Executive Board
River Shore Civic League
4647 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Lash:

Please refer to your letter of May 9, 1989 requesting a list of all studies initiated after the public meeting held at Churchland Junior High School on August 6, 1987 concerning our long-term disposal study. The time spent since the public meeting has not been directed at the Craney Island Disposal Site. The Corps in cooperation with the Virginia Port Authority has been striving to investigate numerous alternatives, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to Sea; and

Capping unsuitable material at sea.

The numerous studies that were conducted prior to the public meeting are still very pertinent to the current evaluation process. We have taken advantage of all available studies in evaluating and screening the above alternatives for long-term disposal.

Please call on me if I can be of further assistance in this important matter.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

NAOCC • MAY 1 0 1989

4647 River Shore Road
Portsmouth, VA 23703
May 9, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

On March 14, 1989 the River Shore Civic League requested, under the Freedom of Information Act, a summary of tests that had been initiated on disposal sites other than Craney Island. In your March 31, 1989 response you detailed thirty-one tests, all of which were completed prior to your Public Meeting held at Churchland Junior High School on August 6, 1987. It should be noted that the minutes of this Public Meeting stated that, "In order to do a complete study we have to look at all (alternatives)" and "all viable alternatives will be evaluated". Further, in your April 19, 1989 letter, you enumerated five studies currently ongoing for the Craney Island disposal site.

The inescapable conclusion is that the time spent since the August 6, 1987 meeting has been directed toward the Craney Island disposal site. In the event that I am mistaken, due to your failure to list all studies initiated since the Public Meeting, I would appreciate being advised.

Sincerely,

Elder L Lash

Elder L. Lash
Executive Board
River Shore Civic League

cc: Mr. Robert Bray
Mr. George Hanbury
Senator John Joannou
Delegate Kenneth Melvin
Delegate William Moore
Mr. Curry Roberts
Congressman Norman Sisisky
Ms. Gloria Webb

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
PROCUREMENT AND MILITARY NUCLEAR SYSTEMS SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
INVESTIGATIONS SUBCOMMITTEE

SMALL BUSINESS COMMITTEE
REGULATION, BUSINESS OPPORTUNITY, AND ENERGY
CHAIRMAN, EXPORTS, TAX POLICY AND SPECIAL PROBLEMS

SELECT COMMITTEE ON AGING

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House of Representatives
Washington, DC 20515

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FAX 202-225-1170

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FAX 804-441-3208

VIRGINIA FIRST SAVINGS BANK
34 FRANKLIN STREET, #907
PETERSBURG, VA 23803
804-732-2844

EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-8575

June 27, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

I have enclosed a copy of the correspondence I have received from Elder L. Lash, 4647 River Shore Road, Portsmouth, Virginia 23703.

Please examine the contents and answer the questions raised.

Please respond to my staff at 309 County Street, Suite 204, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enclosure

JUN 27 1989

4647 River Shore Road
Portsmouth, VA 23703
June 26, 1989

The Honorable Norman Sisisky
309 County Street, Suite 204
Portsmouth, VA 23704

Dear Norman:

As I discussed with your Administrative Assistant, Jan Faircloth, on Friday, June 23, 1989, it would be most appreciated if you would assist us in obtaining an answer from the Corps of Engineers to our question dating back to March of this year. The question most simply put, "What tests have been initiated since the August 1987 Public Hearing on inland disposal sites other than Craney Island?" As I discussed with you earlier the Corps has elaborated in great detail on the tests required for Craney Island expansion, but have refused to identify tests at other locations.

It should be noted that we are not asking for results or even progress, but simply what tests have been initiated in the past two years. It is hoped that if the Corps has initiated no tests within the last two years on alternate sites, that they so acknowledge.

Sincerely,

Elder

Elder L. Lash
Executive Board
River Shore Civic League

July 10, 1989

Planning Division

Honorable Norman Sisisky
Representative in Congress
309 County Street
Suite 204
Portsmouth, VA 23704

Dear Mr. Sisisky:

In the temporary absence of Colonel J. J. Thomas, I am responding to your letter of June 27, 1989. Enclosed for your information are copies of correspondence that I have had with Mr. Elder L. Lash in recent months. In summary, we have advised him of the following:

a. Time spent since the public meeting has not been solely directed at the Craney Island Disposal Site.

b. We have taken advantage of all available studies in evaluating and screening alternatives for long term disposal.

c. It is only after we have finished and released the final document that more complete answers to issues he is raising will be available.

Responding more specifically to Mr. Lash can be handled more appropriately when we have released our final report. It is in that document that tests (including economic and sensitivity analyses) for this very complex study are more logically identified and explained.

Please call if I can be of further service.

Sincerely,

R. F. Sliwoski
Major, Corps of Engineers
Acting District Engineer

August 16, 1989

Plan Formulation Branch

Honorable Norman Sisisky
Representative in Congress
309 County Street
Suite 204
Portsmouth, Virginia 23704

Dear Mr. Sisisky:

I am responding to your inquiry of August 8, 1989 on behalf of the Honorable William S. Moore, Jr., concerning the possibility of expanding the existing Craney Island Disposal Area.

As you know, a major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. As local sponsor of the Norfolk Harbor and Channels Deepening Project, the Commonwealth of Virginia is responsible for providing suitable disposal areas. For this reason, the Corps report will be an information document to assist the Commonwealth in making a decision regarding long-term disposal. The Corps will not recommend a long-term disposal plan.

The existing Craney Island Disposal Area is rapidly being filled to capacity. Current estimates indicate that, based on existing disposal requirements, it will be filled to capacity by the late 1990's. The 55-foot outbound deepening project would fill Craney Island to capacity. Therefore, the replacement and/or expansion of Craney Island for disposal of dredged material from the inner harbor area is a most critical problem facing the port. Of special concern is the fact that once Craney Island is full there will not be any place to dispose of material from the Southern Branch of the Elizabeth River or other areas which are not suitable for ocean disposal.

The inner harbor study is considering numerous alternatives for the disposal of dredged material, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge-Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to Sea; and

Capping unsuitable material at sea.

Consideration is also being given to treating dredged material as a resource and utilizing it in a beneficial manner where possible. Beneficial use has been made of considerable quantities of material dredged from channels in the outer harbor in Chesapeake Bay. With regard to the inner harbor, when channels were deepened to 50 feet, a portion of the material within the Newport News Channel was used for dike stabilization at Craney Island. The 50-foot Norfolk Harbor channel deepening consisted primarily of clay and silt and was therefore disposed inside Craney Island.

Anticipated future dredging in the inner harbor is expected to exceed 4 million cubic yards annually. The majority of this dredging will consist of maintaining depths of navigation channels and entrances to docks and piers by Federal, state, and private interests. This dredged material is primarily

composed of clay and silt and is unsuitable for beach nourishment or construction purposes. The only possibility of obtaining some suitable material from the inner harbor is from new work dredging in areas previously undredged or locations being dredged to greater depths. However, the amount of sand available will be small. Therefore, while beneficial uses of dredged material should be incorporated as a part of any disposal strategy, there will always be a substantial need for a long-term disposal plan.

We are not aware of any specific action underway by the Commonwealth as a result of House Joint Resolution #163. As indicated above, the Corps study is being conducted in cooperation with the Commonwealth of Virginia, acting through the Virginia Port Authority. In this regard, the study is being influenced by the Virginia Port Authority.

A draft report has not been completed nor released to the Commonwealth. The draft report must first undergo review by our higher authority. In this connection, a draft is not scheduled to be submitted for review until December 1989. The final inner harbor report is scheduled to be given to the Commonwealth of Virginia in December 1990. As an information document, it will include a draft Environmental Impact Statement. Formal coordination of the draft EIS with all appropriate Federal, state, local, and private interests would occur only as a part of the Commonwealth's effort to implement a particular plan and, where necessary, request a permit from the Corps. It is only after we have finished and released the final information document that complete answers to the issues that have been raised in this study will be available.

I hope the above furnishes you with the information you desire on this very complicated study as we proceed toward its completion. Please call on me if I can be of further service in this important matter.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

NORMAN SISISKY
4TH DISTRICT, VIRGINIA

ARMED SERVICES COMMITTEE
PROCUREMENT AND MILITARY NUCLEAR SYSTEMS SUBCOMMITTEE
SEAPOWER AND STRATEGIC AND CRITICAL MATERIALS SUBCOMMITTEE
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House of Representatives
Washington, DC 20515

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804-732-2544
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EMPORIA EXECUTIVE CENTER
425H SOUTH MAIN STREET
EMPORIA, VA 23847
804-634-8678

August 8, 1989

Colonel Joseph J. Thomas
District Engineer
Norfolk District Corps of Engineers
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

I have enclosed a copy of the correspondence I have received from The Honorable William S. Moore, Jr., P. O. Drawer 610, Portsmouth, Virginia 23705.

Please examine the contents and answer the questions raised.

Please respond to my staff at 309 County Street, Suite 204, Portsmouth, Virginia 23704. Thank you for your cooperation.

Sincerely,

NORMAN SISISKY
Member of Congress

NS:jfm
enclosure

AUG 08 1989

COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

WILLIAM S MOORE JR
PO DRAWER 610
PORTSMOUTH VIRGINIA 23705
SEVENTY NINTH DISTRICT

COMMITTEE ASSIGNMENTS
COURTS OF JUSTICE
GENERAL LAWS
ROADS AND INTERNAL NAVIGATION

August 7, 1989

The Honorable Charles S. Robb
Hart Senate Office Building
Washington, DC 20510

✓The Honorable Norman Sisisky
309 County Street, Suite 204
Portsmouth, VA 23704

RE: Craney Island Landfill

Gentlemen:

I am writing to solicit your support and help to the citizens of Portsmouth. An Army Corps of Engineers' draft report recently recommended a westward expansion of the Craney Island Landfill to dispose of materials dredged from the Hampton Roads Harbor. There is a possibility that this expansion could be over one mile in length and three or four feet high. This would be very detrimental to the property values of the citizens of Portsmouth and result in an estimated tax base loss of as much as $30 million. As you know, to a City like Portsmouth that would be drastic because our property taxes are already one of highest in the area and over 50% of our real property is non-taxable.

This expansion would also be harmful to the related cities of Chesapeake and Suffolk where development is presently underway along their waterfronts.

At the request of the Rivershore Civic League and the City Council, I introduced House Joint Resolution No. 163 (copy attached) which passed urging Congress and the Army Corps of Engineers to adopt alternatives to the expansion of the Craney Island Landfill. From the information I have received, this has been completely ignored by the Army Corps of Engineers and this is the only option under consideration for disposal of waste in this area.

By copy of this letter, I am requesting Governor Baliles to work together with us to insure that the action the State would take in this regards would not be inconsistent with the best interest of Portsmouth, our Ports and the Commonwealth.

There is a meeting set for August 24, 1989 at 2:30 p.m. with our Mayor and Portsmouth General Assembly delegation and members of the Cities legal staff to explore what further options we have. I would appreciate it if I could have your assistance and repsonse for the purposes of that meeting to insure them that along with their state representatives our federal representatives will do everything in their power to make sure that this does not have a further detrimental effect on our City.

Very truly yours,

William S. Moore, Jr.

WSMjr/cld

Enclosure

copy to: Governor Baliles
Mayor Webb
Mr. Jackson, President
Rivershore Civic League

ENGROSSED

HOUSE JOINT RESOLUTION NO. 163

House Amendments in [ ] - February 15, 1988

Memorializing Congress and the United States Army Corps of Engineers to adopt alternatives to the expansion of the Craney Island landfill for the disposal of material dredged from Hampton Roads.

Patrons--Moore and Melvin; Senator: Joannou

Referred to the Committee on Chesapeake and Its Tributaries

WHEREAS, in 1946, the Governor of Virginia conveyed certain submerged lands containing 2,500 acres, more or less, known as Craney Island, lying and being in Hampton Roads, to the United States of America to be used as a disposal site for material dredge from Hampton Roads Harbor; and

WHEREAS, the United States Army Corps of Engineers has announced proposals for the expansion of the Craney Island landfill area and continued use thereof beyond the originally projected termination date; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality to the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, Craney Island represents a site of substantial size which the City of Portsmouth can offer for expansion of its tax base to the relief of its private homeowners and residents; and

WHEREAS, in excess of sixty percent of the land of the City of Portsmouth is nontaxable either as real estate or personal property primarily by reason of ownership thereof by federal or state governmental agencies; and

WHEREAS, the Virginia Port Authority has expressed an interest acquiring 150 acres of the Craney Island property for port development and expansion; and

[WHEREAS, an assessment of the environmental impact on the seed oyster beds, other shellfish and crabs, which might be affected by alternatives to the Craney Island landfill should be considered prior to any expansion; and]

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed this intention to assure that Craney Island is developed in a manner which will guarantee maximum benefits for the city and the Commonwealth; and

WHEREAS, the Council of the City of Portsmouth is further committed to assure that Craney Island has developed in a manner compatible with the continued residential expansion occurring on the property in close proximity thereto; now, therefore, be it

[~~RESOLVED by the House of Delegates, the Senate concurring, That the General Assembly of Virginia hereby memorializes the Congress of the United States and the United States Army Corps of Engineers to adopt alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads; and, be it~~

~~RESOLVED FURTHER, That the General Assembly of Virginia urges Congress and the United States Army Corps of Engineers to adopt plans which will make Craney Island available for development at the earliest possible date; and, be it~~

RESOLVED by the House of Delegates, the Senate concurring, That the United States Army Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate federal and state agencies consider and make recommendations with respect to (i) all alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads and (ii) plans which would make Craney Island available for development at the earliest possible date; and, be it]

RESOLVED FURTHER, That the Clerk of the House of Delegates transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, the United States Army Corps of Engineers, and to all members of the Virginia Delegation to the United States Congress in order that they may

be apprised of the sense of the Virginia General Assembly.

Official Use By Clerks	
Agreed to By The House of Delegates	**Agreed to By The Senate**
without amendment ☐	without amendment ☐
with amendment ☐	with amendment ☐
substitute ☐	substitute ☐
substitute w/amdt ☐	substitute w/amdt ☐
Date: _____	Date: _____
_____	_____
Clerk of the House of Delegates	Clerk of the Senate

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

AUG 31 1989

Colonel J.J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, VA 23510-1096

Dear Colonel Thomas:

Thank you for your letter of August 1, 1989, responding to the proposed designation of the Norfolk Disposal Site. EPA Region III is pleased with your decision to go forward with the site designation. We are making immediate plans to begin work on the site designation itself and are reviewing the Environmental Impact Statement (EIS) for the area. Based on the review, we will make an assessment as to whether a supplement to the final EIS is needed.

Region III's Environmental Services Division will be contacting you shortly concerning some specific questions we have related to the Norfolk site such as:

- location of the Norfolk site;
- resources at risk; and most importantly
- the use of the Norfolk site as part of a long range integrated management plan to be used in conjunction with the Dam Neck site to serve the long-term needs from the lower Chesapeake Bay and Hampton Roads areas.

Thank you again for your response. We look forward to working with you on the designation of the Norfolk Disposal site.

Sincerely,

Edwin B. Erickson
Regional Administrator

August 1, 1989

Environmental Analysis Branch

Mr. Edwin B. Erickson
Regional Administrator
U.S. Environmental Protection Agency
Region III
841 Chestnut Building
Philadelphia, PA 19107

Dear Mr. Erickson:

The Norfolk Disposal Site has periodically been the focus of attention in the Norfolk District since the Final Environmental Impact Statement was filed with EPA in July 1982. Presently, this ocean disposal site is one of several alternatives being considered in a long-term disposal study being conducted for the Norfolk Harbor and Channels, Virginia.

Correspondence from your office (enclosure 1) recognizes that significant effort has already been expended in characterizing the Norfolk Disposal Site and indicates that EPA favors the designation of the Norfolk Disposal Site for dredged material disposal (enclosure 2). The Norfolk District is in agreement with this position and, by this letter, we request that you begin immediately the required work for site designation of the Norfolk Disposal Site.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

MFR: Request answers and comments on the following before I can concur: (See Attached)

DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

CECW-OD (1125-2-301a)

01 SEP 1989

MEMORANDUM FOR COMMANDER, NORFOLK DISTRICT

SUBJECT: Craney Island Expansion Project

The enclosed correspondence from Mr. John L. Rowe, City Manager of the city of Suffolk, Virginia, is forwarded for inclusion in the official record.

FOR THE DIRECTOR OF CIVIL WORKS:

JOHN P. ELMORE
Chief, Operations, Construction and
Readiness Division
Directorate of Civil Works

Encl

CITY OF SUFFOLK

CHIEF OF STAFF

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434 PHONE (804) 538-3111

-8 AUG 1989 07 36

CITY MANAGER

August 4, 1989

Lt. General H. J. Hatch
Chief of Engineers
Department of the Army
Headquarters, U.S. Army Corps
of Engineers
Washington, DC 20314

Dear General Hatch:

This is in regards to the U.S. Army Corps of Engineers report relative to the long-term disposal of spoil dredge associated with the deepening of the Norfolk Harbor and Hampton Roads shipping channels. The City is aware that the report includes the disposal alternative of expanding the Craney Island disposal site westwardly.

The westward expansion of the Craney Island disposal site would have a severe negative ecological and economical impact on the City of Suffolk. In this regard, the Suffolk City Council at its August 2, 1989 meeting adopted the enclosed resolution reaffirming its opposition to the westward expansion of Craney Island.

Please include this letter and the attached resolution as part of the official record on this matter.

Should you have any questions or comments regarding the City's position, please do not hesitate to contact me.

Sincerely,

John L. Rowe, Jr.
City Manager

JLR,Jr./wkw

Resolution No. 42-89

A RESOLUTION OPPOSING THE WESTWARD EXPANSION OF THE CRANEY ISLAND DISPOSAL SITE FOR THE DISPOSAL OF ADDITIONAL SPOIL DREDGE FROM NORFOLK HARBOR AND HAMPTON ROADS SHIPPING CHANNELS

WHEREAS, The Army Corps of Engineers has proposed the westward expansion of Craney Island to accommodate additional spoil dredge from the Norfolk Harbor and Hampton Roads Shipping Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the expansion of the site as proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, the Army Corps of Engineers is preparing a report on the disposal options for the disposal of increased spoil dredge; and

WHEREAS, the Army Corps of Engineers will solicit input from the Environmental Protection Agency, and state and local governments in the development of the report; and

WHEREAS, the Suffolk City Council has previously adopted a Resolution on March 5, 1980, opposing the westward expansion of Craney Island and reaffirmed said position at its July 15, 1987 meeting.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, that the City continues to oppose any westward expansion of the Craney Island disposal site.

READ AND ADOPTED: August 2, 1989

TESTE: [signature]

Approved as to form:

[signature]

City Attorney

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

SEP 1 1 1989

Mr. John L. Rowe, Jr.
City Manager
City of Suffolk
P.O. Box 858
Suffolk, Virigina 23434

Dear Mr. Rowe:

This is in response to your letter of August 4, 1989, to Mr. William K. Reilly concerning the long term use and possible expansion of Craney Island disposal site in the Hampton Roads area. As you may not be aware, Region III of EPA has jurisdiction in this area and as the Regional Administrator, I will consider your comments and resolution.

We share your concern over the expansion of Craney Island and the potential loss of a significant portion of bay bottom. EPA has been working with the U.S. Army Corps of Engineers and has reviewed numerous alternatives to provide long term disposal for dredged material from the lower Chesapeake Bay. We concur with the Corps that dredging is vital for the ports. However, we do want the dredged material disposal to be conducted in the most environmentally sound manner possible. Therefore, please be reassured that we will keep your resolution in mind when we make our recommendation to the Corps.

I am sending a copy of your letter to the District Engineer in Norfolk, Virginia so that he can be made aware of your concerns. Should you have any questions concerning EPA's role in this project please contact Mr. William C. Muir at (215) 597-2541.

Sincerely,

Edwin B. Erickson
Regional Administrator

CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 934-3111

CITY MANAGER

August 4, 1989

Mr. William K. Reilly
Chief Administrator
Environmental Protection Agency
West Tower of Waterside Mall
Room 1200
401 M. St. S.W.
Washington, DC 20460

Dear Mr. Reilly:

As you may be aware, the U.S. Army Corps of Engineers has undertaken a report to address the long-term disposal of spoil dredge associated with the deepening of the Norfolk Harbor and Hampton Roads shipping channels. The draft report, which is anticipated to be completed in February of 1990, analyzes disposal alternatives including the westward expansion of the Craney Island disposal site.

The westward expansion of the Craney Island disposal site would have a severe negative ecological and economical impact on the City of Suffolk. In this regard, the Suffolk City Council at its August 2, 1989 meeting adopted the enclosed resolution reaffirming its opposition to the westward expansion of Craney Island.

Your assistance in this matter would be greatly appreciated. Should you have any questions or comments regarding the City's position, please do not hesitate to contact me.

Sincerely,

John L. Rowe, Jr.
City Manager

JLR,Jr./wkw

September 18, 1989

Plan Formulation Branch

Mr. David K. McCloud
Administrative Assistant
Office of The Honorable Charles A. Robb
United States Senate
Washington, DC 20510

Dear Mr. McCloud:

I am responding to your inquiry of August 25, 1989 on behalf of the Honorable Charles A. Robb, concerning the possibility of expanding the existing Craney Island Disposal Area.

As you know, a major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. As local sponsor of the Norfolk Harbor and Channels Deepening Project, the Commonwealth of Virginia is responsible for providing suitable disposal areas. For this reason, the Corps report will be an information document to assist the Commonwealth in making a decision regarding long-term disposal. The Corps will not recommend a long-term disposal plan.

The existing Craney Island Disposal Area is rapidly being filled to capacity. Current estimates indicate that, based on existing disposal policy and requirements, it will be filled to capacity by the late 1990's. Therefore, the replacement and/or expansion of Craney Island for disposal of dredged material from the inner harbor area is probably the most critical problem facing the port. Of special concern is the fact that once Craney Island is full there will not be any place to dispose of material from the Southern Branch of the Elizabeth River or other areas which are not suitable for ocean disposal.

The inner harbor study is considering numerous alternatives for the disposal of dredged material, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge-Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to sea; and

Capping unsuitable material at sea.

Consideration is also being given to treating dredged material as a resource and utilizing it in a beneficial manner where possible. Beneficial use has been made of considerable quantities of material dredged from channels in the outer harbor in Chesapeake Bay. With regard to the inner harbor, when channels were deepened to 50 feet, a portion of the material within the Newport News Channel was used for dike stabilization at Craney Island. The 50-foot Norfolk Harbor channel deepening consisted primarily of clay and silt and was therefore disposed inside Craney Island.

Anticipated future dredging in the inner harbor is expected to exceed 4 million cubic yards annually. The majority of this dredging will consist of maintaining depths of navigation channels and entrances to docks and piers by Federal, state, and private interests. This dredged material is primarily composed of clay and silt and is unsuitable for beach nourishment or construction purposes. The only possibility of obtaining some suitable material from the inner harbor is from new work dredging in areas previously undredged

or locations being dredged to greater depths. However, the amount of sand available will be small. Therefore, while beneficial uses of dredged material should be incorporated as a part of any disposal strategy, there will always be a substantial need for a long-term disposal plan.

The final inner harbor report is scheduled to be given to the Commonwealth of Virginia in December 1990. As an information document, it will include a draft Environmental Impact Statement. Formal coordination of the draft EIS with all appropriate Federal, state, local, and private interests would occur only as a part of the Commonwealth's effort to implement a particular plan and, where necessary, request a permit from the Corps. It is only after we have finished and released the final information document that complete answers to the issues that have been raised in this study will be available.

Thank you for your interest in this important matter. We will keep Senator Robb abreast of developments in our study. Should you have any questions or need additional information, please call me.

Sincerely,

J. J. Thomas
Colonel, Corps of Engineers
District Engineer

CHARLES S. ROBB
VIRGINIA

COMMITTEES:
BUDGET
COMMERCE, SCIENCE, AND TRANSPORTATION
DEMOCRATIC POLICY
FOREIGN RELATIONS

United States Senate

WASHINGTON, DC 20510

August 25, 1989

Col. Joseph J. Thomas
U.S. Army Corps of Engineers
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

Although Senator Robb is traveling out of the country with the Foreign Relations Committee, on his behalf I would like to express concern over the expansion of the Craney Island Landfill.

I understand the need for an adequate site to deposit dredgings from the Hampton Roads Harbor; however, I hope the Corps will exhaust all possibilities before concluding on a westward expansion of the Craney Island Facility.

Please keep us informed on future developments with regard to this matter.

Sincerely,

David K. McCloud
Administrative Assistant

ccs: Honorable William S. Moore, Jr.
Member, House of Delegates
The Commonwealth of Virginia
Post Office Box 610
Portsmouth, Virginia 23705

Mr. Tyrone Hicks
Deputy State Director
Dominion Towers, Suite 107
999 Waterside Drive
Norfolk, Virginia 23510

COMMONWEALTH of VIRGINIA

Office of the Governor

Richmond 23219

Gerald L. Baliles
Governor

November 17, 1987

Colonel J. J. Thomas, District Engineer
Norfolk District, Corps of Engineers
Department of the Army
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

Governor Baliles has asked me to thank you for your letter of November 13 and the copy of the transcript of the Public Scoping Meeting on Norfolk Harbor and Channels, Virginia.

The Governor appreciated having this information which will be very helpful.

Sincerely,

H. Benson Dendy, III
Special Assistant

jw

cc: The Honorable Vivian E. Watts
Secretary of Transportation and Public Safety

The Honorable John W. Daniel, II
Secretary of Natural Resources

COMMONWEALTH of VIRGINIA

Office of the Governor

Richmond 23219

John W. Daniel, II
Secretary of Natural Resources

February 16, 1988

Leonard J. Ravitz, M.D.
1459 Bayville
Willoughby Spit
Norfolk, Virginia 23503-1004

Dear Doctor Ravitz:

Governor Baliles has referred to me your recent letter concerning the possibility of Army Corps of Engineers designation of Willoughby Bay as a disposal area for dredged material. The proper disposal of dredged material is also of concern to the Commonwealth.

The Corps of Engineers is engaged in a study of long-term disposal options for the material that is to be dredged from Inner Harbor channels (west of the Hampton Roads Bridge-Tunnel) should they be deepened to 55 feet. The Norfolk District of the Corps is cooperating with the Virginia Port Authority, representing the Commonwealth, in the study. The study task, according to the Corps, is to consider all possible dredged material disposal alternatives and to choose one which is environmentally and socially acceptable and technically feasible.

The preliminary choice is at least a year and a half in the future, when a draft of the study document will be published for public review and comment. We understand that the Corps will notify the public when it begins to focus its attention on a limited number of disposal sites (there are now ten or more under consideration). The Commonwealth will participate in public discussions of the dredged material disposal alternatives, and we will certainly keep your concerns in mind. We will also, of course, comment on the draft and

final versions of the Corps study. Our participation in this proposed project will include careful consideration of the environmental, aesthetic, and economic impacts to the area.

I hope this information is helpful to you.

With kindest regards, I am

Sincerely yours,

John W. Daniel, II

JWD,II:jfm

cc: The Honorable Gerald L. Baliles
The Honorable Vivian E. Watts
Mr. J. Robert Bray
Mr. Keith J. Buttleman
Mr. Roland M. Culpepper, Jr.

COMMONWEALTH of VIRGINIA

Council on the Environment

KEITH J. BUTTLEMAN
ADMINISTRATOR

903 NINTH STREET OFFICE BUILDING
RICHMOND 23219
804-786-4500

March 29, 1989

Mr. John V. Tuttle, River Shore Civic League
and Ms. Clarice C. Johnson, Holly Acres-Respass Beach
Civic League
4731 River Shore Road
Portsmouth, Virginia 23703

Dear Mr. Tuttle and Ms. Johnson:

Thank you for your February 28 letter regarding the plans of the Corps of Engineers with respect to the Craney Island Disposal Area.

The Corps of Engineers is developing an advisory report to the Virginia Port Authority concerning options for replacement of the existing dredged material disposal area at Craney Island. The Port Authority, as agent for the Commonwealth, will have responsibility to secure a new dredged material disposal site when Craney Island, which is approaching its design capacity, runs out of space. The report prepared by the Corps will identify viable options without recommending one in particular; options are likely to include westward expansion of Craney Island, ocean disposal of dredged material, and others. The report will be based on citizen comments as well as on the experience of the Corps in managing Craney Island and other disposal areas. The report is likely to contain an environmental section, but the nature and timing of the formal environmental review process is uncertain.

The draft version of this report is to be prepared by the Norfolk District of the Corps of Engineers. It will be submitted to higher levels of authority within the Corps in July, and made available to the public (including this agency) as an information document at the time of its submission to the Port Authority in September 1989. A final version is to go to the public in July 1990, if the schedule is met. It is likely that one or more public hearings will be held in conjunction with the public release of the report.

Insofar as obtaining documents is concerned, any study document or environmental impact report prepared by the Corps in regard to Craney Island may, upon release to the public, be obtained directly from the Corps office or the Virginia Port Authority office, both of which are in Norfolk. The Council's

responsibility of coordinating the state government's review of federal environmental documents includes receiving and considering citizen comments. The easiest and quickest way for you to obtain a copy of the Corps report would be to contact the Corps at 441-7110 and request that your names be put on the mailing list for copies of the report.

You raise a number of important issues in your letter. I am sure that these are among the considerations analyzed in the documents that the Corps of Engineers will publish. At this time, however, it would be premature for us to respond directly to your views since the report to which they pertain has yet to be printed. In any event, we would be interested in having your comments before or during our review of the Corps documents. I will be happy to send you a copy of any response we make to the report.

Thank you for writing.

Sincerely,

Keith J. Buttleman

cc: Mr. R. Todd Coyle, Virginia Port Authority
Mr. Jerry Barnes, Army Corps of Engineers

CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 934-3111

CITY MANAGER

October 8, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

This correspondence is in reference to the attached comments forwarded to you previously by the Fish and Wildlife Service, Division of Ecological Services.

The specific recommendations outlined by the Fish and Wildlife Service relative to the disposal of dredged material from the Port of Hampton Roads are consistent with the City of Suffolk's position.

Further, the City Council, at its meeting of October 7, 1987, formally adopted a motion endorsing the recommendation that a regional task force be established to determine the basis for necessary studies and to formulate a methodology for evaluating environmental and socioeconomic impacts and their associated costs. Such task force should consist of representatives of local governments, State and Federal agencies and public interest groups. Council's motion specifically requested that the City be given representation on any such task force or working group hereafter established.

Should you have any questions or require further information related to Council's action, please contact me at your convenience.

Sincerely yours,

John L. Rowe, Jr.
City Manager

db

cc: Glenn W. Kinser, Ph.D.
Karen L. Mayne
(Fish and Wildlife Service)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
P.O. BOX 729
GLOUCESTER POINT, VIRGINIA 23062

September 14, 1987

Mr. John L. Rowe, Jr.
City Manager
City of Suffolk
P.O. Box 1858
Suffolk, VA 23434

Dear Mr. Rowe:

This is in reference to your letter of July 20, 1987 regarding the Corps of Engineers' study of long-term dredge material disposal alternatives for the port of Hampton Roads. Mr. Larsen referred your letter to this office as we will be participating in the Corps' study.

The Fish and Wildlife Service shares many of your concerns regarding the Suffolk disposal alternative and the westward expansion of Craney Island. Under separate cover, we will be sending you a copy of our comments to the Corps as part of a scoping process for the preparation of the environmental impact statement.

Your letter indicates the City's wish to be kept informed of all public meetings on the study. The Corps of Engineers will be the lead agency in setting up public meetings, and we suggest that you request that the Corps include the City in its mailing list for all public notices and reports on the study. We will certainly be glad to provide you with copies of our correspondence on the study if you wish.

Please call me at (804) 642-7180 if I can be of further assistance.

Sincerely,

Karen L. Mayne

Karen L. Mayne
Assistant Supervisor

United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825 VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

SEP 11 1987

Colonel J.J. Thomas
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

This is in response to the Corps' Notice of Intent to Prepare a Draft Environmental Impact Statement for the long-term disposal of dredged material from the Norfolk Harbor and Channels, Virginia (Federal Register Vol. 52, No. 151, August 6, 1987). The notice indicates that the Corps will address a number of alternatives for long-term disposal of dredged material from the Port of Hampton Roads, all of which have been evaluated at various times and at various levels of detail since the early 1970s. The Fish and Wildlife Service (Service) has been an active participant in the previous studies of dredged material disposal.

The Service believes that there is no need to reevaluate any of the proposed contained disposal sites within the Chesapeake Bay and Hampton Roads area, the Ragged Island State Wildlife Management Area, or the Suffolk disposal site. These sites have been considered in the past and all have been previously rejected based on their environmental and socioeconomic impacts. The Service has provided the Corps with a number of letters during the 1970s and early 1980s stating our concerns with these sites and we hope that the Corps will review our previous comments. Furthermore, none of these sites can be considered as truly "long-term" solutions since their life expectancies would be limited to 20 to 50 years. The Corps' public hearing on August 6, 1987 indicated that strong objections to these sites remain, and, in fact, may have become more strenuous since the 1970s. We believe that it is inappropriate to expend Federal or state monies to reevaluate alternatives that have little likelihood of being implemented.

As the Corps is aware, the Service considers the Dam Neck Ocean Disposal Site to be an unacceptable site at its present location due to the important resources of the area and a number of significant, unanswered questions regarding the impacts of the dredged material disposal. We are enclosing a copy of our July 19, 1985 letter which states our agency's concerns. We continue to recommend that, prior to continued use of the site, the Corps move the site further offshore, or conduct the studies previously recommended by the Service and other Federal and state agencies during coordination of the Corps' environmental impact statement on the designation of the Dam Neck site.

The Norfolk Disposal Site, which would be located in the Atlantic Ocean approximately 17 miles east of the mouth of the Chesapeake Bay, was studied in the early 1980s and appeared to be an environmentally acceptable

site for dredged material disposal. However, the Corps did not pursue designation of the site because of the expense of transporting dredged material 17 miles offshore. It is apparent, however, that ocean disposal of suitable material is the only truly long-term solution for the port's dredged material, and the Corps must consider options that would lower the transportation costs or acknowledge that higher costs of dredging or users' fees may become a necessary cost of maintaining the port.

The Service recommends that the Corps eliminate the Ragged Island and Suffolk sites and all of the contained disposal sites within the Chesapeake Bay estuary from further consideration in the environmental impact statement process because they all would have serious negative environmental and socioeconomic impacts and none can be considered a long-term solution to the port's disposal problem. We do recommend that the Corps immediately initiate designation of the Norfolk Disposal Site under your authority under Section 103 of the Marine Protection, Research and Sanctuaries Act. This site should be utilized for all dredged material from the port of Hampton Roads, both public and private, that meets ocean disposal criteria, including material from the Norfolk Harbor and Channels Deepening Project authorized by the Water Resources Act of 1986. Further use of the Dam Neck Disposal Site should be suspended until studies show that the use of the site will not adversely impact commercial and recreational fisheries, nearshore hydrodynamics, shoreline erosion, and inshore water quality. The Corps should also address the use of dredged material that is suitable for beach disposal since shoreline erosion is a problem in some areas of Hampton Roads. This alternative would probably require the establishment of a site to stockpile beach quality material.

The use of ocean disposal for all suitable dredged material from the port would require that two associated issues be addressed. The first issue is the disposal of material that does not meet ocean disposal criteria due to contaminant levels. Previous studies conducted by the Corps indicate that most of the material from the Federal navigation channels, with the exception of the Southern Branch of the Elizabeth River, meets ocean disposal criteria. No extensive studies of private or publicly owned port facilities have been conducted to determine their contaminant levels. The Corps has determined that the majority of the material currently contained within the Craney Island Disposal Area is also suitable for ocean disposal. The Service recommends that the Corps evaluate the alternative of removing suitable material from the Craney Island site and utilizing this material for construction purposes, shoreline stabilization, or ocean disposal. Such a plan could greatly extend the life of Craney Island and allow it to be utilized solely for material that did not meet ocean disposal criteria. The Corps should also evaluate the alternative of finding several smaller upland sites that could be utilized for the disposal of contaminated material.

The second issue that must be addressed is the disposal of small quantities of dredged material from private projects in the port that meet

ocean disposal criteria. Since direct ocean disposal of small quantities of dredged material may not be economically feasible, some method would be needed whereby small dredging projects could utilize the Craney Island Disposal Area or the Rehandling Basin, with later transfer to the ocean.

If the Corps chooses to pursue the analysis of the contained disposal sites indicated in your Notice of Intent, then we recommend that the following issues be addressed at a level of detail commensurate with the anticipated impacts:

1. Fish and Wildlife Resources, including Endangered Species
2. Commercial Fisheries
3. Recreation
4. Historic and Archaeologic Resources
5. Hydrodynamics, Sedimentation, and Erosion
6. Socioeconomics

The Service will be participating with the Corps and other relevant agencies and groups to determine the studies required if these alternatives are pursued. We recommend that the economic analysis of costs versus benefits of all the alternatives include the costs of environmental impacts and mitigation. We suggest that the Corps establish a working group or task force consisting of appropriate Federal and state agencies and public interest groups to determine the studies necesary for the project and a methodology to evaluate the costs of environmental impacts and mitigation. We further recommend that early discussions between the environmental advisory agencies and the local sponsor, the Virginia Port Authority, would be appropriate to apprise them of the environmental issues facing the project.

Please contact Karen Mayne of our Gloucester Point, Virginia office at (804) 642-7180 regarding further coordination meetings.

Sincerely,

Glenn W. Kinser, Ph.D.
Supervisor
Annapolis Field Office

Encl: as

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B Virginia Street
Annapolis, Maryland 21401

Colonel Claude D. Boyd III
District Engineer
Norfolk District, Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510

Dear Colonel Boyd:

The U.S. Fish and Wildlife Service has reviewed Norfolk District Public Notice NAOPL-R-1, dated June 24, 1985, and the associated Site Evaluation Study and Final Supplement to the Final Environmental Impact Statement (SFEIS) regarding the Dam Neck Ocean Disposal Site. The Norfolk District is proposing to designate a site in the Atlantic Ocean off the coast of Virginia Beach, Virginia identified as the Dam Neck Ocean Disposal Site for the disposal of dredged material. This designation is pursuant to the to the authority of Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972. The public notice addresses the designation and use of the Dam Neck Site for new work and maintenance dredging from three channels in the lower Chesapeake Bay (Thimble Shoal, Cape Henry, and Atlantic Ocean Channels); however, the Site Evaluation Study and SFEIS indicate that upon designation, the site may be used for the disposal of any dredged material that meets the ocean dumping criteria.

This letter constitutes the report of the Service and the Department of the Interior on the site designation and federal project, and is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). The Service has previously provided a Planning Aid Report and preliminary Coordination Act comments on this project dated February, 1984 and May 25, 1984, respectively.

The Service continues to disagree with the Corps' position that the proposed use of the Dam Neck Site conforms with its past use. The proposed site is over 2½ times the size of the existing interim site and the rate and volume of dredged material disposal will exceed that of historical use. It is therefore inaccurate to state that predictions of impacts can be based on an evaluation of past activities at the site. Of further concern to the Service is the fact that the proposed site designation of Dam Neck will allow the disposal of dredged material from other federal or private dredging projects.

The Service has serious concerns regarding the suitability of the Dam Neck Site as a long term ocean disposal site. It should be noted that these concerns have also been expressed by the Corps' other environmental advisory agencies as well as state agencies and private groups. These

concerns center around the resources of the project area, physical processes, and water quality. Despite the conclusions reached in the SFEIS and Site Evaluation Study, the Service believes that the existing information relative to the Dam Neck area does not support the Corps' contention that the site is suitable for dredged material disposal.

The Dam Neck Site is within an ecologically important area adjacent to the mouth of the Chesapeake Bay. The blue crab (Callinectes sapidus) utilizes this area as a spawning and nursery zone. The area is influenced by the Bay "plume", a complex water system that affects the retention and migration of planktonic and adult forms into the Chesapeake Bay. The Corps has concluded, based on the results of the studies conducted by Old Dominion University (ODU), that the area is not used to any important extent as a migratory or spawning and nursery area for finfish. However, the studies conducted by ODU were extremely limited in both scope and sampling methods and are not sufficient to refute other literature and evidence that both larval and adult finfish do utilize the area in high numbers. The larval forms are found near the bottom and in patchy distribution and the daytime oblique sampling trawls used by ODU do not adequately sample their abundance. In fact, Butt and Alden (1985) point out that "information on detailed community structures, abundance and seasonality of meroplankton is basically absent." Furthermore, the statistical analysis utilized by ODU (principal components analysis) is heavily weighted toward the most abundant species. In the case of ichthyoplankton, the commercially important finfish larvae are normally found in numbers less than the 10 per cubic meter utilized by ODU to screen for statistical analysis (Grant, 1985, personal communication). It is therefore erroneous to conclude that blue crab, bay anchovy, shrimp larvae and larvaceans are the only species present in significant numbers. With respect to adult fish migrating through the area, Birdsong (undated) states that "the importance of the study area as a migratory pathway for fishes can not be assessed from existing information other than to state that fishes do make some use of the area." While it is true that the exact migratory routes used by both larval and adult finfish to enter and exit the Bay are not precisely known (and probably vary from year to year), the fact that there is an extensive commercial fishery within 4 miles of the coast indicates that the Dam Neck area is an important migratory corridor.

Potential changes in physical processes at the Dam Neck Site have not been adequately evaluated and the available literature refutes the Corps' position that the site will be stable and not affect wave amplitude or refraction patterns. Hughes (1983) conducted a computer evaluation of the impacts of an offshore bar concept on the wave climate; however, the simulation was not carried into shore nor did the model simulate tidal current flows. Despite these limitations, Hughes concluded that bottom velocities in the area were well above that necessary for the initiation of sediment transport and that reworking of the dredged material should be expected. Watts (1983) pointed out that the stability of most existing nearshore disposal bars is due to the fact that in most cases the sand utilized to construct these sites was coarser than the natural bottom. Watts further states that existing data on the Dam Neck area indicate bottom currents range from

0.5 to 2.0 feet per second, which are above the threshold velocity to induce movement of sand in the 100 to 200 micron size. It is noted that during the last disposal operation at Dam Neck, material from the Thimble Shoal Channel had an average grain size less than 200 microns (COE, 1985) and that during a two year period from February, 1983 to February, 1985 there was a two foot decrease in the crest of the disposal mound.

In a detailed bathymetric and geochemical study of the Norfolk Disposal Site, Oertel (1983) and Wong (1983) concluded that even at depths of 45 to 70 feet, the seabed is highly dynamic and that movement of natural sediments occurs during storm events. The shallowest areas at the Norfolk Site were 45 feet deep and Oertel (1983) states that "at these depths, wave orbital currents in combination with coastal currents may be of sufficient strength to erode or winnow fine grained material from the seabed. . . .(68 to 75 feet deep) is believed to be slightly below the depth of wave disturbance. However, moderate storm waves would most likely generate the shear stress necessary to move sediment smaller than 0.15 mm." Considering the fact that the Dam Neck Site is shallower than the Norfolk Disposal Site, and that a large quantity of the dredged material to be placed at the site consists of fine grained clays, silts and sands, it can reasonably be concluded that the Dam Neck Site will not be stable. The question of how much movement of the dredged material will occur and where the fine materials will go has not been answered. A proposed detailed physical study of the Dam Neck area and evaluation of dredged material disposal by the Coastal Engineering Research Center was terminated after only 3 months of field work and the resulting report (Weishar and Briggs, 1985) did not reach any conclusions regarding bottom stability or hydrodynamic impacts of dredged material disposal other than to state, "Bottom processes are dominated by meterological effects. The exact coupling mechanism is unknown at this time. The presence of the Chesapeake Bay complicates any attempt at quantifying the physical processes within the study area." Ludwick (1985, personal communication) has stated that his previous evaluation of the Dam Neck Site (Ludwick and Saumsiegle, 1976) looked only at current velocities necessary to move fine to medium grained sand and found a net transport to the south. However, he states that the disposal of fine grained material at the site might not necessarily result in the same transport pattern since the threshold velocity and direction of net movement depends on the sediment's grain size and specific gravity.

Based upon our review of the literature cited above, it is the Service's conclusion that the Dam Neck Site will not exhibit bottom stability and it may be expected that the finer grained dredged material deposited at the site will be transported. The extent and direction of transport has not been determined, nor has the potential for changes in wave amplitude and refraction patterns. Since 1983, the Service and five other federal and

state agencies have requested that the Corps conduct a formal detailed hydrodynamic study of the Dam Neck Site, however, no such study has been conducted. Due to the important fishery resources that utilize the Dam Neck area and the valuable commercial, recreational and governmental beachfront properties along the Atlantic Ocean coast, we believe that this formal evaluation is imperative prior to any designation or use of the Dam Neck Site.

Studies by Old Dominion University and the Hampton Roads Sanitation District have shown that the Dam Neck Site is within a nearshore zone that experiences low dissolved oxygen levels. This phenomenon appears to be due to the outflow of estuarine waters from the Chesapeake Bay which exert a high biochemical oxygen demand (BOD). Although the extent of this depressed dissolved oxygen zone is not known, Alden and Butt (1985a) found that dissolved oxygen levels improved in an easterly direction and stated that depressed levels may be found as far south as False Cape. Alden and Butt found bottom dissolved oxygen levels in the vicinity of the Dam Neck Site during the late summer to be considerably below the 6.0 parts per million level established by the Virginia State Water Control Board for the protection of marine biota. Alden and Butt (1985a) conclude that "considering the ecological problems believed to be associated with anoxia in the Chesapeake Bay and in the coastal waters of the New York Bight, the low oxygen phenomenon off Dam Neck should be seen as a potentially significant environmental problem." In contrast, during four years of study at the Norfolk Disposal Site, dissolved oxygen levels remained at near saturation levels year round and bottom levels were not significantly lower than surface levels (Alden and Butt, 1985b).

Based on the important fishery resources in the vicinity of the Dam Neck Site and the potential changes in physical processes, sediment stability and water quality, long term chronic impacts could result from the use of the site for the disposal of dredged material on an ongoing basis. The combination of the placement of fine grained sediments at the site and bottom instability could result in a change in the benthic community over a 10 square mile area. Ranasinghe et al. (1985) indicate that the abundance of benthic species was less in fine grained material than in coarse grained material in the vicinity of Dam Neck. Diaz (1985, personal communication) estimates that if the disposal site sediments are changed to less than 20% sand, there will be a change in benthic community structure and abundance that may be less valuable to the fish populations feeding in the area.

Disposal of fine grained material at the Dam Neck Site may also have an additive effect on water quality with the already low dissolved oxygen levels in the area. Fine grained materials out of the Chesapeake Bay and its tributaries should be expected to have a fairly high biochemical oxygen demand. Considering that the dissolved oxygen levels at the site are already low during the summer and fall, any further reduction could stress both planktonic and benthic communities.

Although dredged material proposed to be placed in the Dam Neck Site will meet ocean dumping toxicity criteria, it should not be assumed that the material will be completely free from pollutants. Fine grained material from within the Chesapeake Bay will have a number of toxic compounds bound to the sediments at low levels as well as a high biochemical oxygen demand, as previously discussed. The long term buildup of these toxics and BOD could potentially alter the water quality of the site and result in subtle impacts to the aquatic and benthic communities. In view of the important fishery resources found in the area and its proximity to the Chesapeake Bay, it is imperative that disposal operations should be monitored to detect any changes in water quality or resources before such effects become acute. However, Alden (1984) and Alden and Butt (1985b) point out that their statistical analysis for calculating "minimum detectable impacts" requires the use of a probability greater than 0.001 to detect statistically significant changes because of the range of natural variations in both living resources and water quality. Such an analysis requires extreme changes in parameters before statistical significance can be detected. Large scale changes in water quality or living resources would be totally unacceptable at the Dam Neck Site. The limitation of conducting adequate trend assessments without the establishment of a detailed baseline data base and ongoing site monitoring suggests that costs associated with an adequate monitoring program make the use of the Dam Neck Site infeasible.

Based upon the important resources that are found in the vicinity of the Dam Neck Site and the potential impacts to these resources due to changes in sediment type, bottom stability, dissolved oxygen levels and long term water quality, and the unknown effects on shoreline erosion, the Fish and Wildlife Service cannot support the designation or use of the Dam Neck Site as an ocean disposal site. We recommend that the Corps designate and use the Norfolk Disposal Site since there are fewer critical resources at that site and little likelihood of hydrodynamic or water quality impacts. In addition, the Norfolk Disposal Site has a well established baseline data base that will allow for the development of a monitoring program.

If the Corps intends to designate the Dam Neck Site over the objections of the Service, then the following recommendations should be incorporated into the project:

1. The Dam Neck Site should only be designated and used for dredged material from the deepening of the Atlantic Ocean Channel, the Cape Henry Channel and that portion of the Thimble Shoal Channel east of the Chesapeake Bay Bridge-Tunnel. These areas contain predominately fine sands which should minimize any impacts to water quality or living resources. All other new work dredging from the harbor deepening projects and all future maintenance dredging material from all the channels should be disposed of at the Norfolk Disposal Site.

2. The size of the proposed Dam Neck Site should be reduced. Dredged material suitable for beach nourishment (that is, with an average grain size larger than 0.2 millimeters) should be placed in Sub Area 1. All other new work material from the three channels should be placed in Sub Areas 5, 6, and 7. Areas 2, 3 and 4 should be eliminated to reduce the chances of hydrodynamic changes.

3. The formal hydrodynamic studies of the Dam Neck area that have been previously recommended by the Service and other agencies should be conducted prior to final designation or use of the site.

4. The Corps should implement a detailed monitoring plan which includes the development of baseline data to evaluate long term impacts on living resources, water quality, and site stability. The sampling design should be adequate to allow a statistical analysis for trend assessment. The Service would be pleased to work with the Corps in developing this monitoring plan.

The Service is concerned that the Corps has persisted in designating an ocean disposal site that has been shown to have important living resources, potential water quality problems, and which is in an unstable nearshore area adjacent to a major resort city and several large federal properties. While the Service shares the Corps' desire to develop the most cost effective federal project for the deepening of the Norfolk Harbor and Baltimore Harbor projects, we believe that due consideration should be given to the extremely valuable nearshore area off the mouth of the Chesapeake Bay. We do not believe that the risk to these resources is justified when the Norfolk Disposal Site has also been shown to be a cost effective alternative. If the Corps chooses to let economic factors outweigh environmental concerns, we hope that you will at least incorporate our alternative recommendations to minimize environmental impacts to the greatest extent possible.

Sincerely yours,

/s/ Glenn W. Kinser

Glenn W. Kinser, Ph.D.
Supervisor
Annapolis Field Office

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CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 934-3111

CITY MANAGER

August 4, 1989

14 Aug '89

Brigadier General Gerald C. Brown
Division Engineer
U.S. Army Corps of Engineers,
North Atlantic Division
90 Church Street
New York, New York 23510

Dear General Brown:

This is in regards to the U.S. Army Corps of Engineers report relative to the long-term disposal of spoil dredge associated with the deepening of the Norfolk Harbor and Hampton Roads shipping channels. The City is aware that the report includes the disposal alternative of expanding the Craney Island disposal site westwardly.

The westward expansion of the Craney Island disposal site would have a severe negative ecological and economical impact on the City of Suffolk. In this regard, the Suffolk City Council at its August 2, 1989 meeting adopted the enclosed resolution reaffirming its opposition to the westward expansion of Craney Island.

Please include this letter and the attached resolution as part of the official record on this matter.

Should you have any questions or comments regarding the City's position, please do not hesitate to contact me.

Sincerely,

John L. Rowe, Jr.
City Manager

JLR,Jr./wkw

Resolution No. 42-89

A RESOLUTION OPPOSING THE WESTWARD EXPANSION OF THE CRANEY ISLAND DISPOSAL SITE FOR THE DISPOSAL OF ADDITIONAL SPOIL DREDGE FROM NORFOLK HARBOR AND HAMPTON ROADS SHIPPING CHANNELS

WHEREAS, The Army Corps of Engineers has proposed the westward expansion of Craney Island to accommodate additional spoil dredge from the Norfolk Harbor and Hampton Roads Shipping Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the expansion of the site as proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, the Army Corps of Engineers is preparing a report on the disposal options for the disposal of increased spoil dredge; and

WHEREAS, the Army Corps of Engineers will solicit input from the Environmental Protection Agency, and state and local governments in the development of the report; and

WHEREAS, the Suffolk City Council has previously adopted a Resolution on March 5, 1980, opposing the westward expansion of Craney Island and reaffirmed said position at its July 15, 1987 meeting.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, that the City continues to oppose any westward expansion of the Craney Island disposal site.

READ AND ADOPTED: August 2, 1989

TESTE: Henry C. Murden

Approved as to form:

City Attorney

Planning Division

13 SEP 1989

Mr. John L. Rowe, Jr.
City Manager
City of Suffolk
P. O. Box 1858
Suffolk, Virginia 23434

Dear Mr. Rowe:

I have received your letter of August 4, 1989, regarding the possible expansion of Craney Island to accommodate dredged material associated with the deepening of Norfolk Harbor.

As you know, a major concern in the Port of Hampton Roads is the disposal of dredged material. In this connection, the Norfolk District, Corps of Engineers, in cooperation with the Virginia Port Authority, is conducting a long-term disposal study. As local sponsor of the Norfolk Harbor and Channels Deepening Project, the Commonwealth of Virginia is responsible for providing suitable disposal areas. For this reason, the Corps report will be an information document to assist the Commonwealth in making a decision regarding long-term disposal. The Corps will not recommend a long-term disposal plan.

The existing Craney Island Disposal Area is rapidly being filled to capacity. Current estimates indicate that, based on existing disposal requirements, it will be filled to capacity by the late 1990's. Therefore, the replacement and/or expansion of Craney Island for disposal of dredged material from the inner harbor area is a most critical problem facing the port.

The inner harbor study is considering numerous alternatives for the disposal of dredged material, including the following:

a. Within the Inner Harbor

Raising Craney Island;

Removing dredged material from Craney Island;

Expanding Craney Island; and

Willoughby Bay, Hampton Flats, and Ragged Island.

b. In Chesapeake Bay

Horseshoe Area Off Buckroe Beach;

Ocean View; and

Chesapeake Bay Bridge-Tunnel.

c. Inland

Suffolk;

Abandoned borrow pits; and

Abandoned mining sites.

d. Ocean Sites (plus the existing Craney Island for unsuitable material)

Dam Neck Ocean Disposal Site (DNODS);

Norfolk Disposal Site (NDS);

Pipeline to Sea; and

Capping unsuitable material at sea.

Consideration is also being given to treating dredged material as a resource and utilizing it in a beneficial manner where possible. Beneficial use has been made of considerable quantities of material dredged from channels in the outer harbor in Chesapeake Bay.

Anticipated future dredging in the inner harbor is expected to exceed 4 million cubic yards annually. The majority of this dredging will consist of maintaining depths of navigation channels and entrances to docks and piers by Federal, State, and private interests. This dredged material is primarily composed of clay and silt and is unsuitable for beach nourishment or construction purposes. The only possibility of obtaining some suitable material from the inner harbor is from new work, dredging in areas previously undredged or locations being dredged to greater depths. However, the amount of sand available will be small. Therefore, while beneficial uses of dredged material should be incorporated as a part of any disposal strategy, there will always be a substantial need for a long-term disposal plan.

The final inner harbor report is scheduled to be given to the Commonwealth of Virginia in December 1990. As an information document, it will include a draft Environmental Impact Statement. Formal coordination of the draft EIS with all appropriate Federal, State, local, and private interests would occur only as a part of the Commonwealth's effort to implement a particular plan and, where necessary, request a permit from the Corps. It is only after the Corps has finished and released the final information document that complete answers to the issues that have been raised in this study will be available.

Your letter and the City's resolution opposing the westward expansion of Craney Island will be included in the information report to the Commonwealth of Virginia. If I can be of further service to you at this time, please let me know.

Sincerely,

Gerald C. Brown
Brigadier General, U.S. Army
Division Engineer

Copy Furnished:
Mr. J. Robert Bray
Executive Director
Virginia Port Authority
600 World Trade Center
Norfolk, Virginia 23510

DEC 22 [illegible]

City of Portsmouth

Virginia 23705

Established 1752

P. O. Box 820
804 393-8641

Office of the
City Manager

December 17, 1987

The Honorable Norman Sisisky
U. S. Congressman
801 Water Street
Portsmouth, Virginia 23704

Dear Congressman Sisisky:

Representatives of the Craney Island Commission have met with Colonel J. J. Thomas of the Corps of Engineers to present its views with respect to the study the Corps is making of various alternatives to dispose of dredged materials from the Norfolk Harbor and Channels. At the conclusion of the meeting Colonel Thomas requested the Commission present their views in writing.

Knowing your keen interest in the subject, I am forwarding a copy, which is attached. I hope you find the results of the Commission's study and their recommendations practical.

Sincerely yours,

R. L. Howes

R. L. Howes, Chairman
Craney Island Study Commission

RLH:dgb

Enclosure

City of Portsmouth
Virginia 23705

Established 1752

Office of the
City Manager

P. O. Box 820
804 393-8641

November 13, 1987

Colonel J. J. Thomas
Norfolk District Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, Virginia 23510-1096

Dear Colonel Thomas:

The Craney Island Study Commission of the City of Portsmouth wishes to express its appreciation for the interest you displayed toward our views with respect to your study of disposal of dredged material from the Norfolk Harbor and Channels at our November 4th meeting. As promised this letter expresses our views in writing.

As indicated at our meeting following the hearing on August 6th, at Churchland Junior High School, our Commission proceeded to update its knowledge by contacting the following;

Dr. Robert Burns - Virginia Institute of Marine Science
Dr. Ray Alden - Old Dominion University
Rick Averton - State Water Control Board
Robert Bray - Virginia Port Authority
Bill Murden - Army Corps of Engineers

The pertinent facts pertaining to our recommendations which are covered later are as follows:

V.I.M.'s

A. A three dimensional model is being developed to re study possible locations for a Newport News Island.

B. Have serious concerns about any westward expansion of Craney Island without a study to determine impact on water flow and marine environment.

O.D.U.

A. All dredged material in harbor is suitable for ocean disposal.

B. Material in Southern Branch is toxic and should not be disposed in the ocean.

C. Toxic materials from Southern Branch when disposed at Craney Island because of water and sunlight leach out and become suitable for ocean disposal.

- The identified Norfolk Disposal site is ideal for open ocean disposal.

Water Control Board

A. Concur with O. D. U.'s position on disposal of dredged material.

B. Developing a plan and program to clean up the Southern Branch of the Elizabeth River.

V. P. A.

A. Opposed any additional dump sites in the harbor.

B. Have had engineering feasibility studies made with respect to stabilizing and building on Craney Island.

C. Want 1000 of the 2500 acres on Craney Island for port development.

Bill Murden - Corps of Engineers, Washington

A. In Mobile, Ala., using ocean disposal at a site located 25 miles from shore.

B. Also at Mobile using mounds created from dredged materials to protect shore erosion.

C. In Baltimore have deep dredged and refilled a toxic river as part of a river clean up project.

Our recommendations which follow are based on our discussions with the parties listed above and the facts they furnished to us. They are as follows:

1. Utilize the Norfolk Dump site for open ocean disposal of all dredged material from the inner harbor.

2. Consider a dredging project similar to that in Baltimore in conjunction with the Water Control Board as part of program to clean up the Southern Branch of the Elizabeth River.

3. Continue to dispose of dredged material from the Southern Branch and other private sources at Craney Island until

the Southern Branch is cleaned up.

4. When the Southern Branch is cleaned up, dispose all material in the ocean.

5. Make no westward expansion of Craney Island.

6. If a Newport News Island should prove feasible, utilize that project to advance the period in time when disposal at Craney Island is needed.

The Craney Island Study Commission, in conjunction with our City Manager, will pursue your idea of having the City of Portsmouth operate the disposal area at Craney Island to specifications set by the Corps. Also we will follow up on your suggestion of contacting Baltimore to benefit from their experience in stabilizing dredged material disposal areas after their completion.

Again our thanks for your thoughtful consideration and ideas at our meeting.

Sincerely,

R. L. Howes
Chairman, Craney Island Study Commission
City of Portsmouth

cc: George L. Hanbury, II
Will M. Quinn, Jr.
John R. Bailey, Jr.
John V. Tuttle
Gerald Burgess
Dr. John W. Hollowell
J. Michael Sasser

CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 934-3111

CITY MANAGER

August 4, 1989

Colonel J. J. Thomas
District Engineer
U.S. Army Corps of Engineers,
Norfolk District
803 Front Street
Norfolk, Virginia 23510

Dear Colonel Thomas:

This is in regards to the U.S. Army Corps of Engineers report relative to the long-term disposal of spoil dredge associated with the deepening of the Norfolk Harbor and Hampton Roads shipping channels. The City is aware that the report includes the disposal alternative of expanding the Craney Island disposal site westwardly.

The westward expansion of the Craney Island disposal site would have a severe negative ecological and economical impact on the City of Suffolk. In this regard, the Suffolk City Council at its August 2, 1989 meeting adopted the enclosed resolution reaffirming its opposition to the westward expansion of Craney Island.

Please include this letter and the attached resolution as part of the official record on this matter.

Should you have any questions or comments regarding the City's position, please do not hesitate to contact me.

Sincerely,

John L. Rowe, Jr.
City Manager

JLR,Jr./wkw

Resolution No. 42-89

A RESOLUTION OPPOSING THE WESTWARD EXPANSION OF THE CRANEY ISLAND DISPOSAL SITE FOR THE DISPOSAL OF ADDITIONAL SPOIL DREDGE FROM NORFOLK HARBOR AND HAMPTON ROADS SHIPPING CHANNELS

WHEREAS, The Army Corps of Engineers has proposed the westward expansion of Craney Island to accommodate additional spoil dredge from the Norfolk Harbor and Hampton Roads Shipping Channels; and

WHEREAS, it is the finding of the City of Suffolk, Virginia, that the expansion of the site as proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economical impact on the City of Suffolk; and

WHEREAS, the Army Corps of Engineers is preparing a report on the disposal options for the disposal of increased spoil dredge; and

WHEREAS, the Army Corps of Engineers will solicit input from the Environmental Protection Agency, and state and local governments in the development of the report; and

WHEREAS, the Suffolk City Council has previously adopted a Resolution on March 5, 1980, opposing the westward expansion of Craney Island and reaffirmed said position at its July 15, 1987 meeting.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Suffolk, that the City continues to oppose any westward expansion of the Craney Island disposal site.

READ AND ADOPTED: August 2, 1989

TESTE: Henry C. Murden

Approved as to form:

City Attorney

City of Portsmouth
Virginia

Established 1752

City Planning Commission
Craney Island Study Commission
Commissions of Architectural Review
Downtown Design Committee
Wetlands Board

City Planning Department
801 Crawford Street 23704
(804) 393-8836

August 28, 1989

Colonel Joseph J. Thomas
District Engineer
Plan Formulation Branch
Norfolk District Corps of Engineers
Fort Norfolk, 803 Front Street
Norfolk, Virginia 23510-1096

RE: Craney Island

Dear Colonel Thomas:

When the Corps of Engineers study regarding the proposed expansion of the Craney Island Disposal Area is made public with its submission to the Virginia Port Authority, I am requesting that a copy be made available to this office.

Thank you for your cooperation. If you should have any questions, please do not hesitate to call.

Sincerely,

Stephen J. White

Stephen J. White, AICP
Principal Planner

sjw

xc: Norman Whitaker
Craney Island Study Commission

City of Portsmouth
Virginia 23705

Established 1752

Office of the
City Manager

P. O. Box 820
804 393-8641

September 7, 1989

89-370

The Honorable Mayor and
Members of Council
City of Portsmouth
Portsmouth, VA 23704

Dear Council Members:

Earlier this year I forwarded to you Mr. John Tuttle's report regarding the status of the Army Corps of Engineers' Craney Island Study. I also forwarded key correspondence and prior Council action concerning our ongoing dialogue with Federal and State agencies.

Mr. Tuttle has recently informed me that it is his opinion that the Corps of Engineers' report has been delayed and it is not anticipated to be submitted to the Virginia Port Authority until February or March 1990. The Virginia Port Authority at that time must make a decision regarding Craney Island prior to applying for the necessary Federal and State permits and having the General Assembly approve a bill for the conveyance of State-owned river bottom.

As requested by City Council, a meeting was recently held with our representatives in the United States Congress and Virginia General Assembly to discuss the Army Corps of Engineers' pending report and our concerns and objections as it relates to the further expansion or prolongation of Craney Island as a disposal area. Because the Virginia Port Authority will be the Agency responsible for securing the necessary Federal and State permits, it was proposed that City Council adopt a resolution re-stating our position. Additionally, Frederick S. Fisher, Assistant Attorney General for the Commonwealth of Virginia has indicated that for the Landfill to be expanded, the Virginia General Assembly would be required to approve a bill to transfer underwater land (specifically, conveyance of fee simple title or perpetual easements in subaqueous beds of waterways). Such action would expand upon past General Assembly action in 1946 and 1948. The Port Authority will be the agency responsible for submitting a recommendation to the Governor and Virginia General Assembly.

The City Attorney has drafted the attached resolution for submittal to the Virginia Port Authority, and I recommend its adoption.

Sincerely,

George L. Hanbury, II
City Manager

GLH/dkh
cc: The Honorable John W. Warner, United States Senator
The Honorable Charles S. Robb, United States Senator
The Honorable Norman Sisisky, United States Congressman
The Honorable John S. Joannou, State Senator
The Honorable William S. Moore, Jr., Delegate
The Honorable Kenneth R. Melvin, Delegate

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA.

WHEREAS, the 1988 Session of the Virginia General Assembly adopted House Joint Resolution 163 memorializing the Congress of the United States and the United States Army Corps of Engineers to develop recommendations regarding alternatives to the expansion of Craney Island as a disposal area and to expedite the availability of this land for development purposes; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area, and by Resolution 1988-54 endorsed the Virginia General Assembly's Joint Resolution 163; and

WHEREAS, the Army Corps of Engineers has proposed the westward expansion of Craney Island to accommodate additional spoil dredge from the Norfolk Harbor and Hampton Roads Shipping Channels; and

WHEREAS, it is the finding of the City of Portsmouth, Virginia, that the expansion of the site as proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economic impact on the City of Portsmouth and its neighbors; and

WHEREAS, the Army Corps of Engineers is preparing to report on the disposal options for the disposal of increased spoil dredge; and

WHEREAS, the Army Corps of Engineers will solicit input from the Environmental Protection Agency and state and local governments in the development of the report; and

WHEREAS, this report will be submitted to the Virginia Port Authority and that the Virginia Port Authority will be the agency responsible for submitting a recommendation to the Governor and the Virginia General Assembly; and

WHEREAS, such proposal would require the Virginia General Assembly to approve a Bill to transfer underwater land, specifically to convey fee simple title or perpetual easements in subaqueous beds of waterways.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia, that it hereby expresses its continued opposition to the further expansion or prolongation

of Craney Island as a disposal area, and that the Virginia Port Authority and the Governor of Virginia is asked to authorize alternatives to the use of Craney Island as a disposal area for the disposal of increased spoil dredge.

BE IT FURTHER RESOLVED that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the Virginia Delegation of the United States Congress, the Governor of Virginia, the Portsmouth Delegation to the General Assembly of Virginia, the United States Corps of Engineers, the Virginia Council on the Environment, the Virginia Marine Resources Commission, the Virginia Port Authority, the United States Environmental Protection Agency, and to the United States Department of Interior.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held September 12, 1989.

Teste:

City Clerk

City of Portsmouth

Virginia

Office of the City Clerk

P. O. Box 820 23705

804 393-8639

September 19, 1989

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District, Corps of Engineers
Fort Norfolk
803 Front Street
Norfolk, VA 23510

Dear Colonel Thomas:

At the meeting of the City Council held on September 12, 1989, the following resolution was adopted:

"A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA."

A copy of the resolution is enclosed for your information.

Yours truly,

Sheila Powell Pittman
City Clerk

jac
encl.

A RESOLUTION EXPRESSING THE OPPOSITION OF THE COUNCIL OF THE CITY OF PORTSMOUTH TO THE FURTHER EXPANSION OR PROLONGATION OF CRANEY ISLAND AS A DISPOSAL AREA.

WHEREAS, the 1988 Session of the Virginia General Assembly adopted House Joint Resolution 163 memorializing the Congress of the United States and the United States Army Corps of Engineers to develop recommendations regarding alternatives to the expansion of Craney Island as a disposal area and to expedite the availability of this land for development purposes; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed its opposition to the expansion or unnecessary prolongation of the Craney Island disposal area, and by Resolution 1988-54 endorsed the Virginia General Assembly's Joint Resolution 163; and

WHEREAS, the Army Corps of Engineers has proposed the westward expansion of Craney Island to accommodate additional spoil dredge from the Norfolk Harbor and Hampton Roads Shipping Channels; and

WHEREAS, it is the finding of the City of Portsmouth, Virginia, that the expansion of the site as proposed by the Army Corps of Engineers would have a potentially severe negative ecological and economic impact on the City of Portsmouth and its neighbors; and

WHEREAS, the Army Corps of Engineers is preparing to report on the disposal options for the disposal of increased spoil dredge; and

WHEREAS, the Army Corps of Engineers will solicit input from the Environmental Protection Agency and state and local governments in the development of the report; and

WHEREAS, this report will be submitted to the Virginia Port Authority and that the Virginia Port Authority will be the agency responsible for submitting a recommendation to the Governor and the Virginia General Assembly; and

WHEREAS, such proposal would require the Virginia General Assembly to approve a Bill to transfer underwater land, specifically to convey fee simple title or perpetual easements in subaqueous beds of waterways.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portsmouth, Virginia, that it hereby expresses its continued opposition to the further expansion or prolongation

of Craney Island as a disposal area, and that the Virginia Port Authority and the Governor of Virginia is asked to authorize alternatives to the use of Craney Island as a disposal area for the disposal of increased spoil dredge.

BE IT FURTHER RESOLVED that the City Clerk be, and she hereby is, directed to forward copies of this Resolution to the Virginia Delegation of the United States Congress, the Governor of Virginia, the Portsmouth Delegation to the General Assembly of Virginia, the United States Corps of Engineers, the Virginia Council on the Environment, the Virginia Marine Resources Commission, the Virginia Port Authority, the United States Environmental Protection Agency, and to the United States Department of Interior.

Adopted by the Council of the City of Portsmouth, Virginia, at a meeting held September 12, 1989.

Teste:

City Clerk

LAW OFFICES
BREEDEN, MACMILLAN & GREEN

ROBERT R. MACMILLAN
BERRYMAN GREEN, IV
WILLIAM E. BAGGS
EDWARD L. BREEDEN, III
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EDWARD L. BREEDEN, JR.
COUNSEL

October 21, 1987

Colonel J. J. Thomas
District Engineer
Department of the Army
Norfolk District Corps of Engineers
Fort Norfolk - 803 Front Street
Norfolk, Virginia 23510-1096

Re: Willoughby Civic League Meeting October 14

Dear Colonel Thomas:

This is to thank you for allowing Bill Brown, Public Affairs Officer for the U. S. Army Corps of Engineers to make a presentation to the Civic League membership at its October 14 meeting on the Corps' Long Term Dredge Spoil Disposal Plan. Mr. Brown's presentation was very informative and I appreciate his patience and willingness to explain the Plan to us. (I believe it may have been more helpful had he been able to describe to us the "worst case scenario" as it relates to using Willoughby Bay and Ocean View as disposal sites. While I believe I understand the "problem," it is very difficult for me to visualize the solution; e.g., if selected, would Willoughby Bay develop into another Craney Island?)

On behalf of the Civic League, I wish to repeat our position on the Plan and that we do not wish for the Ocean View and Willoughby Bay sites to be given any consideration as disposal sites. Those sites are of significant historical, environmental, recreational, and economic value and would be rendered nearly valueless and useless by the Plan. While the Civic League membership realizes that the Long Term Disposal Plan is in its formative stages, we are most concerned that the Civic League (which represents the owners and occupants of the property directly affected by this plan) be kept abreast of any developments which occur during your planning process.

Sincerely,

K Denslow

Keith Denslow, President
Willoughby Civic League

KD/saf
cc: Mayor Joseph Leafe
Paul Fraim, Chairman of Mayor's Committee on Ocean View
Jim Oliver, City Manager
Joann Belote, Chairperson, Ocean View Coordination Committee
Owen Pickett, Congress Representative

PROTEST

4731 River Shore Road
Portsmouth, Virginia 23703
February 28, 1989

Telephone: (804) 484-4032

MARINE RESOURCES COMMISSION
RECEIVED
MAR 13 1989
By

Marine Resources Commission
P.O. Box 756
2401 West Avenue
Newport News, Virginia 23607-0756

Gentlemen:

It is our understanding that the U.S. Army Corps of Engineers will request your comments on its proposal to expand the Craney Island Dredge Disposal Area that is located in Hampton Roads, Virginia.

We have been told that the Corps' proposal will show a lagoon which will be located between the south dike of the proposed dredge disposal area and the shoreline. We live on the shoreline. We wish to express our strong opposition to this expansion plan because it would damage the environment and create a health hazard for the surrounding communities. We respectfully request that you consider our position in this matter. We also request that you furnish us with a copy of the proposal that the Corps will submit to you and that you withhold your reply to the Corps until we have had time to comment (to you) on the Corps' proposal.

In a previous Corps study on a model that contained a lagoon, titled "Effects of Proposed Extension of Craney Island Disposal Area on Tides, Currents and Salinities" Miscellaneous Paper H-72-8 by R.A. Boland, Jr., it was indicated that "questions concerning circulation patterns and resulting probable water quality in the access channel area between the south dike of the proposed spoil disposal area and the shoreline were raised." The study further concluded that "there will be essentially no flood flow in the eastern third" and suggested that the area would become "a possible stagnate water area". This study was done before the I 664 Bridge-Tunnel crossing of Hampton Roads (near the proposed expanded area) was completed. This crossing with its two man made islands on each side of the channel has caused some additional change in the harbor's currents. Obviously, the two islands have impeded the natural flushing of the harbor to some extent.

During the past few years, the James River and Hampton Roads harbor have suffered from, among other things, epone and accidental discharges from sewage treatment plants, oil spills, discharges from boats, etc. On February 7, 1989 a local newspaper quoted the President of the Working Watermen's Association as calling the area "a septic tank". According to the "Lower James River Corridor Study", September 1988, conducted by the Lower James River Association nine major sewage treatment plants, eleven major industrial waste water treatment plants and many minor facilities discharge over 150 million gallons of treated wastewater per day into the James River between Richmond and Newport News.

These problems are exacerbated when raw sewage from the City of Richmond is dumped in to the James River due to the fact that Richmond's storm drains empty into the sewage treatment plant and the plant is unable to handle the combined influx of both storm and sewage when a sizeable storm occurs. This raw sewage flows down the James and on occasion, it collects on the western side of the Craney Island Disposal Area. After awhile, the currents take it out of the harbor. However, we believe that serious health problems will occur when mosquitoes and flies breed in this stagnant water (containing sewage and other pollutants) that will become trapped in the proposed lagoon. We have a large mosquito and fly population now.

The Corps of Engineers has held a number of public hearings on the dredge disposal problem in Hampton Roads since 1970. A representative of the Virginia Commission of Outdoor Recreation spoke at the 1970 public hearing. In his comments he stated: "What I am impressed with is the brief life of one of these disposal areas. Here, the present area of about four square miles is being used up at the rate of 20 to 25 years. ....Hampton Roads, and the James River, and these other waters have very definite limitations, and it seems to me that we are using them up pretty rapidly. One of these days we are going to arrive at the end of it, and then what will we do?"

Also at the 1970 hearing the Planning Director for the City of Norfolk expressed concern that "alternative disposal sites within Hampton Roads could ultimately affect the size of the port by restricting maneuverability and space for anchorages".

In its comments to the Council on the Environment (July 3, 1987) regarding the dredge disposal problem, a Virginia Institute of Marine Science spokesman pointed out that "the productivity of literally thousands of acres of wetlands and subaqueous bottom has been lost or significantly reduced within Hampton Roads since the turn of the century". Sites in the Hampton Roads area that have been used for dredge disposal since 1900 have been:

1. The Chesapeake Bay near Lynnhaven Inlet.
2. In Hampton Roads harbor near Fort Wool.
   (Both of these sites could no longer absorb dumpings and were discontinued)
3. In the James River just above Newport News.
   (This site was discontinued because of adverse effects on adjacent navigable waters)
4. Willoughby Bay (partially filled)
5. Craney Island - not to be confused with the present Craney Island Disposal Area.
   (This site was filled to capacity and a public hearing was held on August 7, 1944 on a proposal to create the present Craney Island Disposal Area)
6. The Craney Island Disposal Area has been used as a dredge disposal site since 1957.

The Corps has authority under Section 103 of the Marine Protection, Research and Sanctuaries Act to use the Norfolk Disposal Site (17 miles off the Virginia Coast) as a dredge disposal site. The Old Dominion University Department of Oceanography has conducted a number of studies relating to the disposition of dredge spoils. These studies indicate that all of the material dredged from

Hampton Roads harbor (with the exception of the Southern Branch of the Elizabeth River) is suitable for ocean disposal. The studies also found that the contaminants in material dredged from the Southern Branch actually leached out over a period of time after being placed in the Craney Island site. This material then becomes suitable for ocean disposal. In comments about the Norfolk Disposal Site scientists have said that "the site is not a highly productive fishing area" and according to a NOAA scientist "sediments deposited at the Norfolk Disposal Site would be dispersed to the south-southwest. There's no danger to the Chesapeake Bay".

A recommendation regarding the Craney Island Disposal Area made in 1983 by the Corps' Experiment Station in Vicksburg, "Effects of Norfolk Harbor Deepening on Management of Craney Island Disposal Area", called for an expansion of Craney Island to receive dredge material from the harbor deepening and stated that the proposed expanded area would be filled in a 4 to 8 year period depending upon congressional appropriations. This life span contrasts sharply with the ocean site which a Corps official said "could be used as a dumping area for several hundred years".

The Virginia General Assembly at its 1988 session adopted House Joint Resolution 163 which requests that all alternatives to the expansion of Craney Island be considered. (See attached copy of HJR 163) The cities of Norfolk, Virginia Beach, Chesapeake, Suffolk, Portsmouth and Franklin and the counties of Isle of Wight and Southampton, through their representatives to the Southeastern Virginia Planning District Commission, have supported HJR 163. The City Council of Portsmouth and the City Council of Newport News have also adopted resolutions which support HJR 163.

During the 18 years that the westward expansion of Craney Island has been considered, the Portsmouth City Council, Planning Department, Chamber of Commerce, Superintendant of Schools, Congressmen, General Assembly representatives and numerous individuals and civic leagues have spoken out in opposition. The City Council of Suffolk has also expressed its opposition as well as civic leagues and individuals in that city. There has been opposition expressed from the Virginia Institute of Marine Science, U.S. Fish and Wildlife Service, Virginia Commission of Outdoor Recreation and Isaac Walton League.

Those who advocate the expansion of Craney Island do so because it will create a convenient and economical (to them) dumping site.

Documentation of all the information that has been cited will be furnished upon request.

Finally, we ask you to consider the trauma that the River Shore and Holly Acres-Respass Beach subdivisions have been subjected to for the past 18 years of the on and off again proposals to expand Craney Island. For most of us the equity in our homes is our "nest egg" which will be needed to sustain us in our later years. A study sponsored by the Corps dated October 10, 1973 "The Economic Impact of the Westward Expansion of the Craney Island Disposal Area" concluded that the proposed westward expansion of the Craney Island Disposal Area "would have a major social impact on the residents of River Shore, a significant impact on property values along the adjacent waterfront, and could impart other economic repercussions to the City of Portsmouth". This study concluded that

the impact upon the waterfront lots would result in a 50 percent drop in market value and lots across the street would lose 25 percent in market value. This impact would extend through several neighborhoods for a distance of a mile. This study did not address the social and economic impact on Suffolk.

At the Corps' public hearing held in Portsmouth on August 6, 1987 regarding the dredge disposal problem,concerns were expressed by the developer of the 3000 acre Harbour View community planned in Suffolk between Hoffler's Creek on the east and Knotts Creek on the west. He stated: "This planned community is planned to have approximately seventy-four hundred units of housing, approximately a mile and a half square feet of retail, golf course, marina, conference center, hotels and approximately two and a half million square feet of research development and high tech industrial departments. .... We therefore feel after reviewing your proposed expansion of Craney Island that on behalf of the two major land owners and ourselves that we would have to strongly oppose the expansion of Craney Island due to the economic impact of the proposed planned community in Suffolk. We feel that the westward expansion would have an overall economic impact on the entire development as well as reducing the property values which would in turn impact the tax base and in all probability destroy the basis for which the information to justify the project that was used for the City of Suffolk in putting together our total cost and revenue projections."

Please advise if you will supply us with a copy of the documents that the Army Corps of Engineers will submit to you on its proposal to expand the Craney Island Disposal Area.

Sincerely,

John V. Tuttle
River Shore Civic League
Portsmouth, Virginia

Clarice C. Johnson
Holly Acres-Respass Beach Civic League
Suffolk, Virginia

GENERAL ASSEMBLY OF VIRGINIA -- 1988 SESSION

HOUSE JOINT RESOLUTION NO. 163

Requesting the United States Army Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate federal and state agencies to consider and make recommendations with respect to the Craney Island landfill.

Agreed to by the House of Delegates, March 11, 1988
Agreed to by the Senate, March 9, 1988

WHEREAS, in 1946, the Governor of Virginia conveyed certain submerged lands containing 2,500 acres, more or less, known as Craney Island, lying and being in Hampton Roads, to the United States of America to be used as a disposal site for material dredge from Hampton Roads Harbor; and

WHEREAS, the United States Army Corps of Engineers has announced proposals for the expansion of the Craney Island landfill area and continued use thereof beyond the originally projected termination date; and

WHEREAS, Craney Island is within the boundaries of the City of Portsmouth and its ultimate development is vital to the economic vitality of the City of Portsmouth and the Commonwealth of Virginia; and

WHEREAS, Craney Island represents a site of substantial size which the City of Portsmouth can offer for expansion of its tax base to the relief of its private homeowners and residents; and

WHEREAS, in excess of sixty percent of the land of the City of Portsmouth is nontaxable either as real estate or personal property primarily by reason of ownership thereof by federal or state governmental agencies; and

WHEREAS, the Virginia Port Authority has expressed an interest in acquiring a certain portion of the Craney Island property for port development and expansion; and

WHEREAS, an assessment of the environmental impact on the seed oyster beds, other shellfish and crabs, which might be affected by alternatives to the Craney Island landfill should be considered prior to any expansion; and

WHEREAS, the Council of the City of Portsmouth has steadfastly expressed this intention to assure that Craney Island is developed in a manner which will guarantee maximum benefits for the city and the Commonwealth; and

WHEREAS, the Council of the City of Portsmouth is further committed to assure that Craney Island is developed in a manner compatible with the continued residential expansion occurring on the property in close proximity thereto; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the United States Army Corps of Engineers, the Virginia Marine Resources Commission, the Virginia Institute of Marine Science and other appropriate federal and state agencies consider and make recommendations with respect to (i) all alternatives to the expansion of Craney Island landfill for disposal of material dredged from Hampton Roads and (ii) plans which would make Craney Island available for development at the earliest possible date; and, be it

RESOLVED FURTHER, That the Clerk of the House of Delegates transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, the United States Army Corps of Engineers, and to all members of the Virginia Delegation to the United States Congress in order that they may be apprised of the sense of the Virginia General Assembly.

Multiple Listing Service
MLS

Portsmouth/Chesapeake Board of REALTORS®, Inc.

Multiple Listing Service of Portsmouth, Inc.
913 Halifax Avenue • Portsmouth, Virginia 23707
(804) 397-4613

Member
National Association of REALTORS® • Virginia Association of REALTORS®

Susan Rowe-Horwitz
President
Gail S. Phillips
Executive Officer

October 17, 1989

Gloria Webb, Mayor
City of Portsmouth
P. O. Box 820
Portsmouth, Virginia 23705

Dear Mayor Webb:

Please find attached a copy of a resolution adopted by the Portsmouth/Chesapeake Board of REALTORS regarding the Army Corps of Engineers possible recommendation that Craney Island be used as the deposit site for river silt from the Interstate 664 bridge/tunnel complex.

In addition to this resolution the Board offers its support through our political action fund and through the voice of our membership. The Portsmouth/Chesapeake Board of REALTORS is committed to preserving the rights of homeownership and all that those rights involve.

I would appreciate your sharing our concern with the city council members.

Please feel free to call on us if there is anything that we can do to assist.

Sincerely,

Susan Rowe-Horwitz
President

cc: George Hanbury, City Manager
Robert Bray, Virginia Port Authority

SRH/gsp

REALTOR® is a registered mark which identifies a professional in real estate who subscribes to a strict Code of Ethics as a member of the NATIONAL ASSOCIATION OF REALTORS®

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Directors
Linda Drelick • Nancy Foster • Pauline Going • Jackie Green • Milford Howell • Elwood Long
Carole Masters • Fay Merritt • Ed Thompson

25 OCT 1989

RESOLUTION

Whereas, the Army Corps of Engineers has recommended to fill the Churchland waterfront from Craney Island to the Interstate 664 bridge/tunnel complex to a height of 34 feet.

Whereas, the Army Corps of Engineers has not developed or proposed any alternative solution for the disposal of river silt;

Whereas, the Army Corps of Engineers has not performed test at other potential disposal sites since 1987.

Whereas, the Amy Corps of Engineers draft report does not include the adverse impact on the economic growth of Portsmouth and Suffolk.

Whereas, the dumping could reduce Portsmouth real estate tax base by as much as $30 million dollars.

Whereas, the dumping could have a similar adverse impact on Northern Suffolk real estate values and proposed major developments, such as Harbour View.

Whereas, the expansion of Craney Island will delay the development of the existing land fill, cripple plans for developing the river front property, and reduce property values on existing homes in the Churchland and Northern Suffolk area.

Therefore, be it resolved that the Portsmouth/Chesapeake Board of REALTORS, Inc. is opposed to any further expansion of the Craney Island landfill and urges the Army Corps of Engineers to find alternative disposal sites.

We further oppose the recommendation of the Army Corps of Engineers due to its limited scope and we oppose the implementation of such recommendations since the impact on property values, environment, and social factors were not considered.

We further request that a complete environmental impact study be made into all possible disposal options including economic impact.

Susan Rowe-Horwitz

Susan Rowe-Horwitz, President

SECTION 3

NEWSPAPER CLIPPINGS

1st hearing on Craney draws crowd

Future of island, spoils is at issue

By GEORGE SHADROUI
Staff writer

PORTSMOUTH — Four cities, one county, several businesses, a half-dozen civic leagues and more than 20 residents lined up Thursday night to speak on the future of Craney Island.

But Ceferina G. Collier, a Suffolk resident who lives in Respass Beach, expressed the overwhelming consensus: "Please, not another mudpack on the beautiful visage of Hampton Roads."

In the first of several public hearings to discuss the future of Craney Island and the spoils dredged from Hampton Roads harbor, 150 residents showed up, most of them against plans to expand Craney Island or create a new disposal site in the harbor.

Speakers expressed concerns about economic and ecological consequences. Some urged the corps to dump the spoils in the open ocean, a site that would last forever. No one liked the idea of expanding Craney Island, which has been a disposal site since the 1950s.

Most speakers came from Suffolk and Portsmouth to oppose any westward expansion of Craney Island, saying it would destroy valuable waterfront property along River Shore Road and cause dire ecological and economic effects.

"We've been fighting this thing since back in the '60s," said Portsmouth City Councilman Jack P. Barnes. "And it appears we keep coming back to Craney Island."

Barnes, Mayor James W. Holley III and Councilman J. Robert Gray said any plans that would extend the life of Craney Island as a disposal site could only harm the city. Portsmouth wants Craney island freed for development. If Portsmouth assumed ownership of the 2,500-acre island, the city's land area would grow by 13 percent and the property might provide tax revenue and recreational space.

"We need it and we need it now," Barnes said of the island.

Residents of River Shore Road, the waterfront neighorhood nearest Craney Island, showed up in force.

"It seems that there must be other spots to dump these spoils where people would not be hurt, financially or psychologically," said Betty Jane Parker, one of the residents. "If these other dumping spots cost more in transportation expenses, surely it would not compare with the cost of reimbursement for property values, plus lawsuits and litigation."

Since the 1960s, Craney Island has been the focus of attention and debate. It has been suggested that the island, four-square miles in area, could be used as an international airport, a world-class marine terminal or an industrial park.

The city of Portsmouth has steadfastly opposed any plans to extend its life as a dump site, for economic and ecological reasons. Suffolk has been equally opposed because residents in the northeast corner of the city would be affected.

But none of this solves the corps' problem of how best to dispose of spoils dredged over the next few years as it undertakes a major effort to deepen the harbor here.

Extending Craney Island to the north and west is one option among many being looked at by the corps. In addition to those opposed by speakers, the corps also is considering the Dam Neck Disposal Site off Virginia Beach, a site in the Chesapeake Bay and the proposed Norfolk Disposal Site, which is 17 miles east of Virginia Beach in the ocean.

Col. J.J. Thomas, representing the corps, said a study of all these options should be in final form by the summer of 1990.

From: The Virginian-Pilot And The Ledger-Star **Date:** 08/07/1987

Will heaps of river silt spoil view?

alarm over U.S. plan Portsmouth raises

By Phyllis W. Jordan
Staff writer

PORTSMOUTH — Concerned that federal planners want to cover the Churchland waterfront with 34-foot-high piles of river silt, the City Council vowed Tuesday to take its fight to the governor and to court if necessary.

"We're talking about the future of Portsmouth," City Councilman Jack P. Barnes said. "I don't think we should be the dumping ground. We're taking the dredging of the Hampton Roads channel and ruining our city."

Council members and civic leaders expressed concern that the Army Corps of Engineers has not even looked at other options. Instead, it has already decided to expand the Craney Island Landfill for disposing tons of silt dredged up when the James River shipping channel is deepened.

In a worst-case scenario, the landfill would extend almost to the Interstate 664 bridge-tunnel from Newport News, destroying the view and the property values in the Portsmouth and Suffolk neighborhoods closest to the water.

The project also could affect the value of Tidewater Community College property that Suffolk and Portsmouth have considered developing jointly.

"This would be but another step to hem in the city of Portsmouth and, through state and federal action, preclude us from growing any further," Vice Mayor J. Robert Gray said.

The council agreed to contact the city's legislative delegation and Gov. Gerald L. Baliles about the problem and asked the city attorney to explore legal options.

The decision on dumping the silt rests eventually with the Virginia Port Authority, but the Corps of Engineers is conducting a study on potential disposal sites.

The federal researchers have not disclosed their disposal plan and are not expected to release a final report for another year. But civic leaders said corps officials have conducted extensive tests at Craney Island in the past two years while ignoring nine other potential dumping sites.

Elder L. Lash, whose home on River Shore Road looks out on the river, recalled a civic meeting this spring where corps officials detailed the tests they had performed at Craney Island.

"We said: 'That's very interesting. Now could you tell us what testing you've done on other sites?' " Lash said. "There was dead silence."

A Freedom of Information Act request filed by civic leaders revealed that the corps had not performed tests at other sites since 1987, when the corps held a public hearing and said it would consider alternative sites such as the Dam Neck disposal site off Virginia Beach, the Norfolk disposal site in the ocean and a Chesapeake Bay site.

Council members said an expansion of Craney Island would delay their eventual development of the landfill, cripple their plans for developing the riverfront property and reduce the property values on existing homes throughout Churchland.

"Clearly the proposal would have a devastating effect," Councilman James C. Hawks said. "There's no way we can let it happen. We've got to be prepared to spend any amount of money in court to win this fight."

From: The Virginian-Pilot And The Ledger-Star **Date:** 07/26/1989

Portsmouth rallies to save river view

Army draft report recommends expanding Craney landfill to west

By Phyllis W. Jordan
Staff writer

PORTSMOUTH — Concerned that federal planners want to cover the Churchland waterfront with 34-foot-high piles of river silt, the City Council has vowed to take its fight to the governor and to court if necessary.

"We're talking about the future of Portsmouth," said City Councilman Jack P. Barnes. "I don't think we should be the dumping ground. We're taking the dredging of the Hampton Roads channel and ruining our city."

Council members and civic leaders expressed concern Tuesday about an Army Corps of Engineers draft report that recommends expanding the Craney Island landfill westward to dispose of material dredged from the Hampton Roads shipping channel.

In a worst-case scenario, the landfill would extend 1½ miles to the Interstate 664 bridge-tunnel from Newport News, clogging creeks and destroying the view and the property values in the Portsmouth and Suffolk neighborhoods nearest the water.

Civic leaders say the dumping could reduce Portsmouth's real estate tax base by as much as $30 million.

The project also could affect the value of land in the Tri-Cities area, including the Tidewater Community College property that Suffolk and Portsmouth have considered developing jointly.

"You're going to build a beautiful bridge tunnel and then put dredged (silt) on either side of it," said Robert T. Williams, who is handling the massive Harbour View development for the Jorman Group. "Welcome to Wasteland, U.S.A."

William Brown, a spokesman for the Corps of Engineers, said the Craney Island proposal was only one option under consideration and that the corps is merely preparing information for the Virginia Port Authority, which must make a final decision on potential disposal sites.

But civic leaders said they have found no evidence that the engineers have looked any further than Craney Island.

A Freedom of Information Act request filed by civic leaders revealed that the corps had not performed tests at other sites since 1987, when the corps held a public hearing and said it would consider sites such as the Dam Neck disposal site off Virginia Beach, the Norfolk disposal site in the ocean and a Chesapeake Bay site.

The disposal study was ongoing and the list released to civic leaders was not a final list, Brown said.

An expansion of Craney Island would delay the eventual development of the landfill, cripple plans for developing the riverfront property and reduce property values on existing homes throughout Churchland, council members said.

"Clearly the proposal would have a devastating effect," Councilman James C. Hawks said. "There's no way we can let it happen. We've got to be prepared to spend any amount of money in court to win this fight."

The council agreed in a work session Tuesday to contact the city's legislative delegation and Gov. Gerald L. Baliles about the problem. Members also asked the city attorney to explore legal options.

Williams hopes to work with other developers in northern Suffolk to present a position paper to the corps, he said.

From: The Virginian-Pilot And The Ledger-Star **Date:** 07/27/1989

From: The Virginian-Pilot And The Ledger-Star

Date: 07/27/1989

Sight — or silt?

Staff photo MIKE WILLIAMS

Sarah Comer's River Shore Road property overlooks the James River and, behind it, Craney Island. The view could change — or disappear — if the Craney Island Landfill is expanded westward to accommodate river silt. With Comer is Joyce Lash, left.

Neighbors oppose Craney Island landfill extension

By Phyllis W. Jordan
Staff writer

PORTSMOUTH — John Tuttle had barely finished putting up a "For Sale" sign when a prospective buyer was ready to buy his River Shore Road home with its expansive view of Hampton Roads.

Then the real estate agent mentioned the federal study that could call for covering 1½ miles of the glorious shoreline with 34-foot-high mounds of river silt.

The sale fell through, and Tuttle has taken down his sign, waiting to see whether one of the best backyard views in Hampton Roads will become a mucky landfill.

"It doesn't look good," Tuttle said. "I have never seen this many studies done on it before."

A plan to extend the existing Craney Island disposal site westward along the Hampton Roads waterfront in north Portsmouth and Suffolk has emerged as the cheapest, most practical way to dispose of silt dredged up in the deepening of area shipping channels, federal planners say.

Some options, including sites at Willoughby and in the Chesapeake Bay, have apparently been discarded as impractical. Another option being considered, dumping at sea, would cost $8 million to $10 million a year more than disposal at Craney Island, the U.S. Army Corps of Engineers said.

"That's a pretty healthy cost," said Roland Culpepper, the Corps of Engineers planner coordinating the search for a disposal site. "Somewhere or another somebody's got to pay for that. . . . Everyone in the state of Virginia could pay more to protect Portsmouth."

But Portsmouth and Suffolk, which say the disposal issue runs deeper than a "not-in-my-backyard" fight for a few homeowners, have launched an offensive to keep the dredging spoils off their shores.

"I don't think we should be the dumping ground. We're taking the dredging of the Hampton Roads harbor and ruining our city."

Portsmouth City Councilman Jack P. Barnes

In the past month, the city councils of both cities have condemned what they consider a single-minded focus on the Craney Island option and have sought help from their state and federal legislators.

"I don't think we should be the dumping ground," Portsmouth City Councilman Jack P. Barnes said. "We're taking the dredging of the Hampton Roads harbor and ruining our city."

The legislators have, in turn, demanded answers from the two agencies key to the disposal decision: the Army Corps of Engineers and the Virginia Port Authority.

The recent flurry of activity has prompted port officials to ask the Corps of Engineers for a five-month delay in releasing a draft proposal so the federal agency can dispel the impression that it has concentrated only on Craney Island.

"I asked them to make sure that certain other things were reflected in the report" now due in December, said J. Robert Bray, executive director of the port authority.

"What we're trying to do is make sure we are together before this information hits the street," Culpepper said. "The state does not want us to release sensitive information until they're sure they agree with us."

From River Shore Road, Craney Island appears as a deserted shoreline with a sprinkling of sand and grass to dress up the dikes of the 30-year-old dredge spoil disposal site.

From the air, the landfill takes on the surreal cast of a moonscape. Swirls of mucky sand and mud dredged from drydocks, harbor channels and inland creeks fill the dikes that stretch 4 square miles into the harbor.

If Craney Island were added to Portsmouth, the size of the city would increase by about 13 percent.

To a landlocked Portsmouth, the thought of inheriting the landfill site in 30 to 50 years is tempting. The city's long-term comprehensive plan calls for using the area for marine and port industry and recreation.

"Portsmouth ought to get that land back," state Sen. Johnny S. Joannou, D-Portsmouth, said. "It's important to get that taxable base out there."

The thought of expansion 1½ miles west, however, is not so tempting. Political leaders and homeowners fear it would destroy property values.

"I'm sure you can envision what a 34-foot-high mountain would look like out there," said Elder Lash, a River Shore Road resident, pointing out his window at the expanse of blue water disturbed only by a single motor boat and water skier. "It's going to dominate the horizon."

Beyond the riverfront, the depreciation could extend into the fast-growing Churchland subdivisions nearby, said Marshall Jackson, president of the River Shore Civic League.

Corps planners have evaluated the impact on real estate values but will not release their findings until

From: The Virginian-Pilot And The Ledger-Star **Date:** 09/05/1989

The view from John Tuttle's River Shore Road home may be ruined if federal planners extend the Craney Island disposal site westward along the Hampton Roads waterfront.

the report is completed, spokesman William Brown said.

Residents, extrapolating from a similar study in 1973, estimate that the Craney Island expansion could reduce the value of real estate by $30 million.

And the impact does not stop with Portsmouth. The largest of the expansion options being considered would go into Suffolk and stop about 2,000 feet short of the new I-664 bridge-tunnel from Newport News to Suffolk.

That could affect the posh developments planned on the stretches of farmland near the bridge-tunnel, as well as destroy the view and the property values at the existing Respess Beach community.

"It would fill up the whole expanse of waterfront in front of our community," said Clarice Johnson, community affairs representative for the Respess Beach-Holly Acres Civic League.

What's more, the expansion could extend past Hoffler Creek and Streeter Creek, both of which provide drainage for the subdivision. Johnson expressed concern that the disposal site would destroy the ecology of the creeks and the drainage they provide.

Culpepper said the Corps would provide outlets to maintain the tidal flow in the creeks. Some of the Corps proposals also call for leaving a lagoon or body of water between the disposal site and the shoreline.

Johnson was not impressed. "Our contention is that if such a plan is adopted, on the outgoing tide that would become nothing but a mud flat," she said.

"The frustration of it all," Lash said, "is that we can all see how dumb it is, how ignorant it is for the Corps to do something like this, and yet all we can do is sit here and see it coming."

The Corps of Engineers and port authority, though, say it's not necessarily coming.

"We haven't selected a plan," Culpepper said. "We don't have a study that we can give out."

Residents are not convinced. "There's no question in our mind that they're zeroing in on Craney Island," Jackson of the River Shore Civic League said. "If we allow the westward expansion, the next project that comes along will be allowed, and before you know it, our harbor will be ruined."

That, say port officials, is the last thing they want. Instead, the point of dredging the harbor is to make it more competitive for shipping interests. Planners are now working on a proposal for dredging the harbor to a depth of 55 feet.

"It's very, very important for Virginia's coal interests to have as deep as possible a channel," Bray said. In a letter to the Corps of Engineers, Bray also suggested looking for ways for "a significant lowering of the cost of the unscheduled portions" of the dredging needed in the area.

The Corps announced in 1987 that it would study 10 potential disposal sites, including the Craney Island expansion, for disposing of silt that cannot be used for beach replenishment.

Some of the silt recovered further out in the harbor can be recycled on the area's eroding beaches.

But the silt in the Hampton Roads channel is not suitable for that purpose, Culpepper said. So it must be disposed of elsewhere.

Residents complain that the Corps of Engineers has focused exclusively on Craney Island since 1987.

The civic league made a request under the state Freedom of Information Act for details on the study, which revealed that no tests had been performed on any sites other than Craney Island since 1987.

Culpepper said the Corps had studied several other sites but discarded them for various reasons. Some, including Willoughby Bay, were too small, he said. Others, including Ragged Island, the Chesapeake Bay and a Suffolk inland site, were rejected for ecological reasons.

He said the final report would include two to five options for disposing of the waste.

And, he added, the final decision rests with the state of Virginia and its politicians.

"The political process will essentially dictate how much the state of Virginia is going to pay for long-term disposal," he said. "If they want to spend the money for ocean disposal, it's fine."

Local politicians are looking for ways to influence the selection of the disposal site.

Del. William S. Moore Jr., D-Portsmouth, said the state will form a task force in the next two years to study the options and said the city should try to place supporters on that committee.

Joannou said the Portsmouth and Suffolk delegations should start working now to line up the regional support for their position.

"That's where we're going to have to draw the line and see what we can do," Joannou said. "Here's where regional cooperation comes in. Norfolk is going to want it (at Craney Island). Newport News is going to want it."

Meanwhile, Tuttle and others like him find themselves, and their property values, in limbo.

"We're just sitting and holding our breath," Johnson said, "waiting to see what they're going to do."

From: The Virginian-Pilot And The Ledger-Star **Date:** 09/05/1989

Craney Island plan called best for silt

PORTSMOUTH (UPI) — A proposal to extend the Craney Island disposal site west along the Hampton Roads waterfront in Portsmouth and Suffolk is emerging as the cheapest, most practical way to dispose of silt dredged up in the deepening of area shipping channels, planners say.

Some alternatives, including sites at Willoughby and in the Chesapeake Bay, apparently have been discarded as impractical. Another alternative being considered, dumping at sea, would cost $8 million to $10 million a year more than disposal at Craney Island, the Army Corps of Engineers said.

But Portsmouth and Suffolk, which say the disposal matter runs deeper than a "not-in-my-backyard" battle for a few homeowners, have begun an effort to keep the dredging spoils off their shores.

In the past month, the councils of both cities have condemned what they consider a single-minded concentration on the Craney Island alternative.

From: The Richmond Times-Dispatch **Date:** 09/06/1989

FROM THE CITY EDITOR

A summer of discontent winds down

Reflections on a long hot summer in Portsmouth. . .

The folks along the northern shoreline of Portsmouth are mighty nervous these days about a plan that could rob them of their waterfront.

Sam Barnes

The Virginia Port Authority wants to dredge the harbor here to a depth of 55 feet, and it seems the cheapest way to dispose of all that muck is to expand Craney Island westward, right along the Hampton Roads shoreline.

It's an idea that defies logic.

Surely, the state wouldn't cover up some of the finest residential waterfront in Hampton Roads.

Or would it?

It seems the Army Corps of Engineers was ready to recommend just that last month until residents began raising a ruckus.

The people who live along the shoreline must be wondering if anything is sacred.

Here's the Army Corps of Engineers, guardian of every marsh and inlet in the Chesapeake Bay and its tributaries, ready to recommend filling in a good portion of Hampton Roads to accommodate a mountain of mud.

These are the same guys who want the rights to your firstborn child before they'll let you build a bulkhead.

And they're going to obliterate a natural waterfront lined with nice homes? And a couple of creeks as well? And for what?

The almighty dollar, of course.

There are alternatives — like ocean dumping — but they cost more. Millions more.

And when it comes to that kind of money — well, the ecology is only worth so much, you know.

The state may be willing to force private developers to go to extraordinary lengths to preserve natural habitats.

But when the state becomes the developer, the rules suddenly change.

Doesn't seem quite fair, now does it?

Speaking of fairness, some city workers are pretty miffed about the big retirement plan bonuses paid to their bosses earlier this summer — particularly considering the fact that, because of tough financial times, people like firemen and police have been asked to get by on a 3 percent cost-of-living raise that was delayed until October.

Understandably, it burns them up to see $7,500 bonuses go to the city manager, the outgoing city attorney, the new city attorney, the city clerk, the city assessor, the police chief, and others.

Altogether, 14 top city administrators got the bonuses. Eight of them received $7,500 — the rest between $1,200 and $5,515.

City Council members, who approved some of the bonuses, and City Manager George Hanbury, who OK'd the rest, had acted as if the payments were nothing unusual. But when reporter Phyllis Jordan started checking around, she found that wasn't necessarily so.

Of the seven Hampton Roads cities, only Norfolk and Suffolk give such bonuses, and they offer them only to their city managers.

Portsmouth, the poorest city in the region, had by far the richest kitty for its top managers — $75,100.

From: The Virginian-Pilot And The Ledger-Star/The Currents **Date:** 09/10/1989

How much does that amount to in real estate taxes?

Well, it would take 114 homeowners with houses valued at $50,000 each to pay that much money into the city's treasury.

Pretty much a neighborhood, you might say. *Your* neighborhood, perhaps?

By the way, how much were you able to set aside last year for your retirement?

From the "Do-as-I-say, not-as-I-do" category:

With school just getting started, it was interesting to learn from a recent story on home-schooling by Janie Bryant that Portsmouth school officials require kids who are taught at home to score better than the 40th percentile on standardized tests — meaning they must score better than 40 percent of the students taking the tests nationwide.

That's a more exacting standard than the state requires. While the state sets the 40th-percentile minimum for home-schooled students who use standardized tests to prove their performance, it also will allow a portfolio of a student's work to be submitted as proof. But the city insists on home-schooled students meeting the 40th percentile requirement and will accept no portfolios.

Now, I certainly wouldn't want home-schooled kids to suffer from the experience.

But there is an irony here.

Portsmouth's requirement for home-schoolers would seem more reasonable if the city's schools were able to match it themselves.

Unfortunately, on standardized tests taken last year, a lot of kids in the city schools didn't fare so well.

Consider the elementary level tests given to fourth graders. Twelve Portsmouth schools gave the fourth-grade test. Each reported its results in eight categories. That gave us 96 scores to consider.

On more than half the scores — 50 of the 96 — city school kids finished at or below the 40th percentile. Some of the scores dipped into the 20s.

If Portsmouth's home-schooling parents are consistently topping the 40th percentile with their pupils, maybe they could offer some pointers to their in-school counterparts.

Much was made last month of the City Council's decision to name a white man, David C. Whitener, to a School Board seat.

The appointment altered the racial balance of the board, which previously had five whites and four blacks. It now has six whites and three blacks.

The move seemed clumsy and confrontational at a time when black leaders were already accusing the council of racial insensitivity. And it seemed unnecessary considering the council's primary goal, which was assuring enough votes on the School Board to build a new Churchland High School.

The council had just finished appointing two people believed to be Churchland High supporters — Della M. Vaughan and Warren W. Channel. It seemed there were already five votes lined up on the board in favor of the new school, enough to assure its construction.

But as it turned out, Vaughan was not a sure Churchland High vote after all.

When it came time to cast her first ballots on the project on Aug. 17, she voted against the new school.

Whitener voted for it, and his vote proved the difference, as the project passed 5-4.

Maybe the council knew something the rest of us didn't.

From: The Virginian-Pilot And The Ledger-Star/The Currents **Date:** 09/10/1989

LETTERS TO THE EDITOR

Craney Island landfill shouldn't be expanded

A recent edition of The Virginian-Pilot/Ledger-Star reported Billy Moore saying that the state will form a task force in the next two years to study the options and that the city should try to place supporters on that committee. Your article and Billy Moore were addressing the proposed expansion of the Craney Island landfill on our waterfront.

Every elected official from our area should vehemently protest the expansion of the Craney Island landfill without guarantees that the government has funded a plan to improve the dumping sites to usable land within 10 years.

It is unconscionable for our legislators not to fight to stop the bureaucratic idea put forward by the U.S. Army Corps of Engineers. They have recommended extending the existing disposal site westward to Suffolk as "the cheapest most practical way to dispose of silt dredged up in the dredging of area shipping channels." These same folks might recommend euthanasia as the cheapest, most practical way of creating an adequate supply of hospital beds.

For nearly 40 years a disposal site at Craney Island has been a political football for us. Since the late 1960s it has been the target of study by engineers, developers, city planners and other dreamers who wanted an airport and even a regional football/sports complex built on the site.

For many years, Larry Howes, a businessman and former Portsmouth Chamber of Commerce president, headed a commission that reported that increasing the landfill capacity at or near Craney Island was detrimental to Portsmouth. Time has not diminished Mr. Howes' work nor the report of the commission.

There is no need for another study to determine the cheapest and most practical way of disposing of the silt dredged from our harbor channels to allow for oceangoing traffic with 55-foot draft depths. The cheapest and most practical way for all of Virginia's citizens is to charge the user for the cost. Pay-as-you-go is an established Virginia way. Let's apply our principles to protect our people.

I am unalterably opposed to any Corps of Engineers plan for dumping dredged materials on the Portsmouth waterfront. It may be the cheapest, it may be practical but it is not in Portsmouth's best interest.

Thom Perry

From: The Virginian-Pilot And The Ledger-Star/The Currents **Date:** 09/10/1989

2 legislators to fight growth of dump site

By Ida Kay Jordan
Staff writer

PORTSMOUTH — Assuming that the U.S. Army Corps of Engineers will recommend expansion of Craney Island westward along one of the city's finest waterfronts, two legislators said Monday night that they would fight the plan on all fronts in Richmond.

"I feel they are going to recommend the westward expansion and we are going to have to look for technicalities to stop it," state Sen. Johnny S. Joannou told about 75 members of the River Shore Road Civic League.

Del. William S. Moore said the General Assembly "could bar expansion by law."

"We could try legislation in 1990 but the likelihood of it passing is not all that good," Moore said. "We need to get members of the General Assembly to thinking the last thing we want to do is mess up the river.

"I am opposed to the expansion — period," Moore said. "All your elected state and city officials all agree that the expansion is the worst thing that can happen here."

River Shore Road homes overlook the James River where it flows into Hampton Roads. The westward expansion of the landfill to accommodate dredging of the harbor here would dump 34-foot piles of river silt at the residents' back doors. It also could affect development planned in north Suffolk and on land owned by Tidewater Community College adjacent to the new Interstate 664 bridge-tunnel.

Moore said he believes the Corps of Engineers is "rushing headlong on westward expansion and giving little consideration to other sites."

Among residents of the area who were outspoken about the corps' lack of consideration of nine other potential dumping sites, retired U.S. Army Lt. Col. Albert Epley was the most direct.

"Don't trust the corps," he said. "Everybody was 100 percent against this expansion in 1987 and they paid absolutely no attention to anybody."

A response to citizen requests under the Freedom of Information Act revealed that the corps had done no testing of other sites since 1987.

The corps is scheduled to make its report on the site in early 1990 to the Virginia Port Authority.

From: The Virginian-Pilot And The Ledger-Star **Date:** 09/12/1989

Give island L shape

To the Editor:

Regarding "Neighbors oppose Craney Island landfill extension" (Sept. 5), I believe the Port Authority should recommend an L-shaped Craney Island. This would create an inner harbor similar to Willoughby Bay, except smaller, exposed only to the west along the shore. This inner harbor could be easily dredged to an 8-foot depth.

Advantages to property owners are that land erosion would be kept to a minimum; they'd have beautiful, protected deep-water anchorage for boats; and for the first time, they could keep boats tied up at the dock in their back yard.

Also the deep and beautiful Hofler and Streeter creeks, heretofore having been inaccessible due to shoaling at the entrances, would become available for nature lovers and boaters.

Granted, the homeowners would lose their panoramic view. But the loss of property values because of this would be in question.

This plan's main disadvantages would be the costs of dredging the anchorage, installing and maintaining a jettied entrance, and the loss of space for dredge material due to the makings of the bay. In the latter case the L shape could be carried further west to make up for loss of space for the bay. This would also help protect the new development being planned adjacent to the new bridge-tunnel.

A big advantage that could come of this plan in the future is that Craney Island could boast of a couple of miles of 8-foot-deep water dockage that could be developed into one of the largest and safest marinas on the East Coast.

JOHN J. MARTIN

Norfolk, Sept. 7, 1989

From: The Virginian-Pilot And The Ledger-Star **Date:** 09/20/1989

Wilder lends support at Portsmouth's edge

May oppose federal silt dumping

By Phyllis W. Jordan
Staff writer

PORTSMOUTH — The rain dripped all over Lt. Gov. L. Douglas Wilder's pin-striped suit Saturday morning as he took in the view from River Shore Road.

About 150 residents joined Wilder at the edge of Portsmouth, a spot where comfortable homes look out across Hampton Roads to Newport News, and urged him to help them stop a federal plan to dump 34-foot-high piles of river silt along the shoreline.

"Ultimately, the decision will be the commonwealth's, and the decision will be made under your administration," said Elder Lash, a River Shore Road resident, forecasting the future to the liking of the Democratic gubernatorial nominee. "The reason we are here today is to solicit your support."

Wilder made no firm commitments but told the residents: "I will be with you. Portsmouth has enough problems already without evoking additional problems that were not sent by heaven."

The election is still five weeks away, and the state's decision whether to expand the Craney Island disposal site westward along the James River shoreline or dump the river silt into the ocean is still at least two years away.

But Portsmouth residents and political leaders say they are starting early to fight a proposal that they fear could hurt property values throughout the Churchland section of the city.

"It's critical to Portsmouth to have a governor with a sympathetic ear in 1990," said state Del. William S. Moore Jr., a Portsmouth Democrat.

Republican nominee J. Marshall Coleman also has been invited to River Shore Road but has not responded to the community's request, residents said.

"I think Wilder got a lot of votes in this area today," said John Tuttle, a longtime River Shore resident. "This is usually a conservative Republican area."

Tuttle and other residents said they were pleased with Wilder's comments about the need for balancing economic development with environmental protection.

"I am very encouraged," said Lash, who has been active in the Craney Island issue. "No one really expected him to come out here and make an ironclad commitment."

"I think he committed as far as he could go," Clarisse Johnson, who lives in Suffolk's Respass Beach. "I was encouraged by the fact he came out here in a busy political schedule."

The U.S. Army Corps of Engineers is proposing to expand Craney Island up to 1.5 miles westward, almost as far west as the new Interstate 664 bridge-tunnel, to accommodate river silt dredged when the harbor is deepened. The corps has not released a cost estimate on the expansion but says ocean dumping, an option the Portsmouth and Suffolk residents prefer, would cost $8 million to $10 million more a year.

Wilder's visit came as part of a campaign swing that included stops at the Neptune Festival in Virginia Beach and a Democratic oyster roast in Norfolk. Today he is expected to appear at several churches in Portsmouth and Norfolk.

At the River Shore Road gathering in the back yard of Democratic Clerk of Court Walter M. Edmonds, Wilder mingled with residents before a view that encompassed Hampton Roads and the bridge-tunnel.

"A picture's worth a thousand words," Wilder said. "There's nothing like being here."

From: The Virginian-Pilot And The Ledger-Star **Date:** 10/01/1989

LETTERS TO THE EDITOR

The threat of a Craney Island lagoon

To the Editor:

Regarding John J. Martin's recommendation (letter, Sept. 21) that the Craney Island Disposal Area be expanded to create an L-shaped island, apparently he is not aware of two studies conducted by the Army Corps of Engineers ("Effects of Proposed Extension of Craney Island Disposal Area on Tides, Currents and Salinities" and "Lower James River Circulation Study, Virginia Evaluation of Craney Island Enlargement Alternatives"). Both recommended against the creation of any type of lagoon.

These studies rejected this expansion idea because very little water movement would occur in this area and the lagoon would become stagnant. The prospect of having a large body of stagnant water is bad enough; however, the problem is compounded when items of a more threatening nature are emptied into the stagnant area.

Let me explain how this would occur: Studies conducted by the Applied Marine Research Laboratory of Old Dominion University and the Virginia Institute of Marine Science have concluded that the Southern Branch of the Elizabeth River is very polluted. In fact, a recent news report quotes a VIMS spokesman as saying that the Southern Branch contains more carcinogens than any other body of water in the world.

Currently, when dredge spoils from the Southern Branch are deposited into Craney Island, the runoff exists through several sluice gates on the western side of the disposal area. The toxins in the runoff become diluted when they enter the harbor and then they are dissipated more via the tidal flushing process.

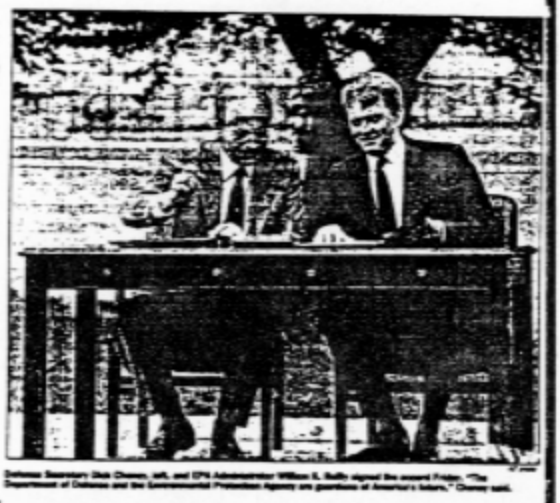
If the lagoon were created, Craney Island would drain into the lagoon and create a very lethal environment for my neighborhood.

Let Craney Island stay as it is. Don't create more problems. Our neighborhood has been threatened by the Craney Island expansion prospect for 19 years and we are getting tired of it — enough is enough.

CHARLES F. HIGGINBOTHAM III
Portsmouth, Sept. 27, 1989

From: The Virginian-Pilot And The Ledger-Star **Date:** 10/02/1989

Bay cleanup unites EPA, Pentagon



$200 million earmarked for effort

By Anita Womack
Associated Press

WASHINGTON — Declaring their agencies the "guardians of America's future," Defense Secretary Dick Cheney and Environmental Protection Agency Administrator William K. Reilly signed a cooperative effort Friday to help restore the Chesapeake Bay.

"As a user of the Chesapeake's many resources, the Defense Department has a shared responsibility to restore and protect this national treasure," Cheney said. "I want our environmental policies in the Chesapeake Bay to stand as a model for federal environmental activities everywhere."

■ EPA OFFICIALS CRITICIZE 'BLEAK' WETLANDS REPORT/**B1**

More than $200 million will be spent to help clean the Bay, including about $50 million from the Department of Defense, for fiscal 1990. The rest of the money will come from the EPA and from state governments.

The agreement was signed on the banks of the Potomac River at Fort McNair.

Under the agreement, the Department of Defense will work with the EPA, Virginia, Maryland and the District of Columbia to ensure full compliance with water-quality requirements and rules to reduce nutrients and toxins.

In addition, the Department of Defense will incorporate pollution-prevention practices into its daily activities at each installation.

New development and construction also will be consistent with President Bush's goal of "no net loss" of wetlands. Staff members of wastewater treatment facilities will be trained in state programs.

Reilly said the EPA will help the Defense Department evaluate the environmental programs of the 65 Bay-area defense facilities.

The EPA also will conduct annual workshops to alert defense facility managers to new pollution-control methods and requirements, and will chart the Defense Department's progress yearly.

Cheney said the Defense Department will select a facility to serve as a model to field-test pollution-prevention techniques. Details of that program will be announced later, he said.

"The nation is renewing its commitment to our environment on the 20th anniversary of Earth Day," Reilly said. "With more than 60 military installations located throughout the watershed, the Department of Defense is a significant presence on the Chesapeake Bay."

"The Department of Defense and the Environmental Protection Agency are guardians of America's future," Cheney said. "The president set the standard of duty — stewardship."

Reilly said U.S. Supreme Court Justice Sandra Day O'Connor was astonished several weeks ago at catching a bass in the Potomac River near the site of the news conference. He said he participated in a cleanup of the same river 20 years ago and admitted that no one dared come in contact with the water because they faced tetanus shots.

"It's an astonishing transformation," Reilly said.

Bush, in a prepared statement, applauded the plan, calling the Chesapeake Bay a "vital natural resource for the Middle Atlantic region."

"This important agreement reaffirms my administration's commitment to protecting our environment," Bush wrote. "The pollution abatement projects that you have begun will lessen the effect of military operations on the Bay's fragile ecosystem and help to preserve the Chesapeake Bay for generations to come."

THE MILITARY WILL:

- Provide $50 million of the $200 million to help clean the Chesapeake Bay.
- Work with the Environmental Protection Agency, Virginia, Maryland and the District of Columbia to ensure full compliance with water-quality requirements and rules to reduce nutrients and toxins.
- Incorporate pollution prevention practices into daily practice at each installation.
- Plan new development and construction consistent with "no net loss" of wetlands.

From: The Virginian-Pilot And The Ledger-Star **Date:** 4/21/1990