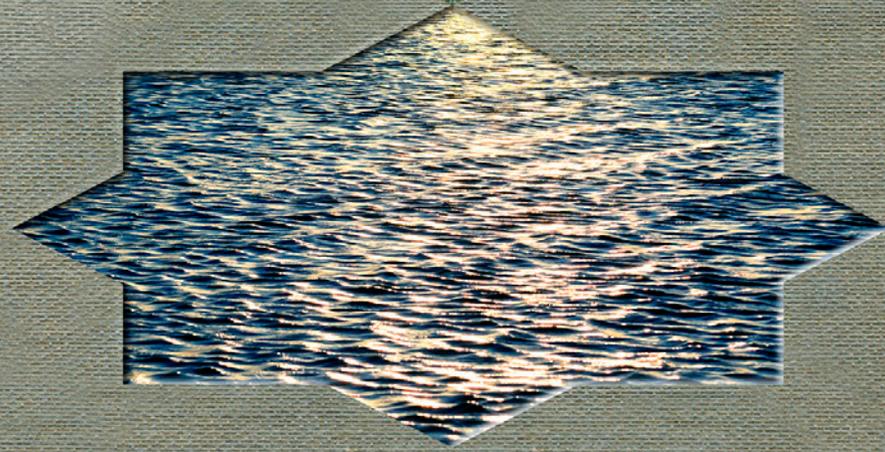


ENSURING FUTURE GENERATIONS INHERIT

Clean Waterways

HRSD's First 75 Years

BY TONY LILLIS



Visionary citizens of the region,
on November 5, 1940,
passed the referendum that established
the Hampton Roads Sanitation District,
a political subdivision of the
Commonwealth of Virginia.



As it prepares to commemorate
the 75th anniversary of its creation,
HRSD is paying tribute to those with the
courage to vote to eliminate sewage pollution
in the tidal waters of the Chesapeake Bay by
publishing the story of their legacy. We hope
that by understanding HRSD's contributions to
the health of area waterways and the economy of
Coastal Virginia, those we serve will appreciate
their role in "Living the Legacy."



FEBRUARY 2015



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An Era of *Growth*

Chapter

The 1950s

As the 1950s opened, there had been significant progress since HRSD's founding a mere decade ago. There were three operating sewage disposal plants, 68 miles of trunk lines and 32 pumping stations serving 60,000 customers, with revenue of approximately \$1.5 million. By fall 1950, it was estimated that 95 percent of the region's sewage was passing through the three HRSD plants.

HRSD's jurisdiction now covered 1,160 square miles and included Newport News, Hampton and Warwick County on the Peninsula; the City of Norfolk, Nansemond County and Isle of Wight County; and the Western Branch and Deep Creek districts of Norfolk County as well as the Kempsville and Lynnhaven districts of Princess Anne County.

A U. S. Public Health Service Report released in 1950 concluded that 35 million gallons of raw sewage was now being treated daily, and that was having a positive "sanitary effect" on local waters, with less than a million gallons daily of untreated sewage now going "overboard."

It also stated that due to the treatment of raw sewage, 1,530 acres of the Hampton Flats, which had been closed since the typhoid epidemic of 1924-25, would be reopened for harvest. Another 9,000 acres between Buckroe and East Ocean View were also opened. These beds had been closed for direct marketing to consumers since 1934.

There was optimism that water pollution was being tackled and that local waters could someday be free of pollution. In the two to three years that the treatment plants had been in operation, HRSD had cut to less than five percent the amount of sewage going into local waters from the Norfolk side. Norfolk's two plants were handling over 36,000 accounts while the Peninsula had 24,000 customers.



Lawsuit over *Non-Payment* of \$30.11 by Buckroe Resident

Now that customers were getting new bills in the mail, many wondered why they were so high, what they were getting in return and even whether they should pay them at all. In late 1949, Arthur O. Smith of Buckroe, who owned an apartment building, refused to pay his HRSD bill because he said the Commission by law was supposed to clean up the water pollution, and pollution still existed.

In October 1950, Judge Frank A. Kearney of Elizabeth City County ruled that Smith did not have to pay his \$30.11 “anti-pollution” bill because indeed, pollution had not been eradicated as the law required. He declared there was a breach of contract. In effect, the judge ruled that HRSD did not have a legal right to collect money it was due.

Hundreds of homeowners refused to pay their bills pending outcome of the case. Further antagonism ensued when those who refused to pay their bills were sent collection notices with threats to shut off water. The *Daily Press* reported particular difficulty collecting on accounts in Newport News, which created political pressure on the Peninsula against HRSD.

On appeal, the Virginia Supreme Court, on January 21, 1952, upheld HRSD’s right to collect funds “even though the system of pollution correction is only partly effective.” It threw out the decision by Judge Kearney and ordered Smith to pay the \$30.11 with interest dating from August 9, 1949, when the suit was filed.

All in the *Region*

It was not always easy or pleasant, but all involved worked with each other, and sometimes against each other. There were many hurdles and disagreements along the way.

Under umbrella of the passage of the 1940 referendum to create HRSD, which also allowed localities to opt out, the city of Portsmouth had made strides even as it went its own way by opening its own sewage disposal plant at Pinner’s Point. HRSD worked cooperatively with Portsmouth, sharing engineering studies and other resources when appropriate, and negotiated to sell the City of Portsmouth “certain commission facilities” for \$250,000, which HRSD used to finish construction in an effort to close gaps.



Several Commission members appointed in the 1940s continued to serve in the 1950s. Pictured below, left to right, are: J. C. Biggins of Newport News (replaced in 1950 by J. Clyde Morris); J. S. Darling of Hampton; E. T. Gresham of Norfolk; G. A. Treakle of Norfolk County; and, at extreme right, Robert M. Hughes, Jr., of Norfolk. On Mr. Hughes' right is Reid W. Digges, general manager, and Miss Mary E. Taylor, secretary.

Nevertheless, in early 1952, an unsettled dispute between HRSD and Portsmouth ensued over the cost of treating sewage from approximately 2,000 accounts in Norfolk County. The dispute centered on the rate for Norfolk County disposal owed by HRSD to Portsmouth, which had not been settled when Portsmouth formed its own district. By this time, HRSD had already paid \$50,000, but Portsmouth was seeking at least another \$30,000 as a partial settlement. In December 1953, Portsmouth agreed to submit a rate formula.

There were other disputes. With the expansion of the College Courts pumping station, Hampton asked HRSD to take over all the trunk line pump stations while the city handled all lateral pump stations associated with enlargement of the College Courts pumping station. The city owned it and HRSD operated it. HRSD approved the expansion but said the city would have to bear the cost. The city continued expansion while it was still being determined who would pay. But enlarging it allowed much needed gravity lines into new subdivisions.

Meanwhile, South Norfolk council sought \$305,000 from HRSD for 11,000 feet of sewer line, or demanded they start paying rent. City Manager Philip W. Ancell said that HRSD was billing customers for use but the county was getting no return for construction of the Portlock sewer extension. HRSD replied that it would have built it for \$250,000 and purchased it for that amount.

Calls for a *Peninsula* Sanitation District

Peninsula customers who were already upset with billing issues, rate hikes and water cut-offs also thought maybe they were not getting as good a deal as the Southside of Hampton Roads, which had more customers and facilities, but paid the same rate. Other complaints included the failure of HRSD to allow deductions in fees for water that did not flow into sewage plants.

Dissatisfaction with being a part of the Hampton Roads Sanitation District led to consideration of forming a Peninsula Sanitation District.

The idea to separate was proposed by Newport News Councilman Roy A. Peterson in the May 22, 1950. Council agreed to an “exploratory conference” to be held with the other Peninsula municipalities and two counties. By June 1950, a study was underway.

Despite the legal hurdle that HRSD could not be severed unless by an act of the General Assembly, an effort was made to examine the “possibility, feasibility and advisability” of separating from HRSD because of the rates and threats to cut off water.

Not surprisingly, threats to cut access to water were controversial. A *Daily Press* editorial on April 26, 1950, contended that “cutting off water would just compound the problem sewage disposal was supposed to alleviate, but on land instead of water.”

In July 1952, the Newport News Waterworks Commission refused to shut off water on delinquent accounts, saying that HRSD must do it if it so wishes. Meanwhile, agreement was made with Norfolk that the city would shut off the water for nonpayment.

But by June 1953, water cutoffs, which had started the previous year, were declining as customer relations improved. Reminder letters had been effective and partial payments were helping as well.

The *Battle* to *Close* Outfalls

Despite considerable successes, there were major challenges pending, the chief one being closure of as many of the nearly 550 remaining outfalls as possible. Outfalls were the pipelines that directed untreated raw sewage into local waters. In the 1940s it was estimated there were roughly 250 public and 300 private outfalls on the shores of Hampton Roads waters.

HRSD moved “full speed ahead on outfall closings,” with the goal to complete them all by the end of the decade, replaced by tie-ins to the sewer system or, if needed, by septic tanks. In Norfolk, sewage from more than 1,700 homes was still being dumped into the Elizabeth and Lafayette rivers and Hampton Roads waters through 21 outfalls.

In 1950, HRSD and the City of Norfolk entered into an agreement called the Kaufman Plan, named for Charles F. Kaufman, to tie those outfall lines into the treatment plants. Norfolk agreed to close 17 outfalls and HRSD to close four. It was expected to take eight years and \$700,000 to complete.

Progress was slow, steady and expensive, and after only three years, Norfolk had already budgeted \$336,000 toward the Kaufman Plan. A milestone was reported in January 1953, with the closing of the last public outfall on the north side of the Lafayette River, west of the Granby Street Bridge.

On the Peninsula, a 4,200-foot extension that served a section of Warwick County completed a gap in the system, and as a result, HRSD announced plans on July 15, 1952, to close the last public outfall. Also, a new pumping station built where a septic tank treated sewage helped close the last remaining outfall in Newport News.

In June 1953, *The Virginian-Pilot* reported that Norfolk City Council earmarked another \$67,800 to close outfalls in the Larchmont/Edgewater area. Seven months later, in January 1954, two of the largest remaining sewage outfalls on the Lafayette River were closed, one on Jamestown Crescent serving 100 homes, and the other on Hanover Avenue serving 120 homes.

Issues with Septic Systems

Septic tanks were also problematic, and efforts were made to discourage their use, and to tie-in to the public system when feasible. Many homes were unable to sustain a septic system due to soil and flooding issues, which affected property values, loans and quality of life.

City governments began to closely scrutinize patterns of development to best assimilate plans with HRSD infrastructure. Municipalities began to try to tailor new housing units so they conformed to the HRSD Master Plan. The federal government also began to place restrictions on certain types of loans for homes with septic systems.

By August 1954, Princess Anne County was experiencing the struggles of growth without an adequate sewer system. As a consequence, it was dealing with a significant increase in septic tank usage and its ill effects.

Dr. William Y. Garrett, director of public health in Princess Anne County, noted that since 1953, over 1,800 septic tanks had been installed, and that over 10,000 more homes were to be built in the near future. According to press accounts, these included 1,890 homes in Roosevelt Gardens near Little Creek, 5,700 in Kempsville and 2,800 on either side of Virginia Beach Boulevard west of Thalia.

He also noted that almost \$10 million in taxable property would be lost if areas could not be developed due to a lack of sewage infrastructure. He stressed that improper sewage disposal could lead to closure of oyster beds in the Lynnhaven River. He projected that it would cost \$4 million “at the current rate of \$3.50 a foot” to install sewers under paved streets.

Princess Anne County discussed extending HRSD service with General Manager Borland, but he noted that the \$6.5 million allotment for the “primary sewage system” was completely allocated. His solution was for the county build its own plant and then let HRSD take over operations. He noted HRSD was already handling the East Ocean View section of the county.

Such became the pattern. Every time a new school or apartment building was needed or proposed, it typically involved the city paying for the facilities, then HRSD running them. Planning was geared around the capabilities of HRSD, which was constantly in the position of keeping up with fast-paced development.

HRSD Chief Engineer Frank Miller suggested setting up “local sanitation districts” to create infrastructure prior to people building and living there. But the Princess Anne Commonwealth’s Attorney said it was unlikely to create a sanitation district “prior to habitation.”

Three possible plans were explored to address the challenge to keep up with demand:

- 1. Issue treatment plant bonds backed by property or anticipated revenue and let HRSD run the plant;**
- 2. Set up a Sanitation Authority, a power of boards of supervisors under a new law, and let it issue bonds; or**
- 3. Require developers to build plants with agreement the county would take them over.**

The cost estimates were \$250,000 to service 2,800 homes or \$350,000-\$400,000 to service 5,700. Princess Anne Commonwealth’s Attorney Paul W. Ackiss suggested that the county join HRSD, otherwise it would eventually find itself with too many sewer plants “all getting overloaded” as the population grew.

*“Why not join the Hampton Roads system that would be good forever?”
he asked.*

Financial Matters

HRSD’s fiscal outlook “never looked better” by the end of the fiscal year 1953. There was \$873,794 in cash reserves, and they were just \$61,175 short of the requirement for their bond indenture. They had reduced \$1 million of the \$6.5 million bond, with total revenue of \$1,378,971 and expenses at \$1,238,870. There was also federal indebtedness of more than \$1 million.

Revenue for 1953-54 was projected to be \$1,445,000, an increase of \$85,000 from the previous fiscal year, with \$1,278,439.03 in expenditures. Revenue ending June 30, 1954, was reported at \$1,475,000, which was \$30,000 more than projected.

On January 21, *The Virginian-Pilot* headline read “HRSD Meeting Terms of Debt.” In technical default since June 1949 as far as meeting financial requirements of its bond indenture, it for the first time since the three plants began operation reported that it was building up an improvement fund that can be drawn for projected improvement work. As of January 1, 1954, Robert H. Porter, Jr., treasurer of HRSD, complied with all financial requirements of the bond indenture for the first time.

The fiscal year income for 1954 was confirmed at \$1,472,192, after projecting \$1,445,000. Expenditures were reported to be \$1,238,974. The \$6.5 million bond issue had been cut down to \$5,425,000 since 1948, and that \$130,000 was set aside for further bond retirement.

Meanwhile, the City of Newport News approved a boost in water rates effective October 1, 1955. It was reported the average bill would rise from \$3.50 to \$5.50.

The 1956 HRSD budget reflected the lean times still ahead, with expenditures projected at \$1,342,320 with revenue projected only at \$1,336,000. Nonetheless, employees received a 5.5 percent pay increase, at a reported cost of \$24,000 annually.

Construction Continues

A tricky partnership was now in place between HRSD, the local communities and their customers. New lines financed by local communities continued to be connected to HRSD disposal plants. Several pipeline projects in South Hampton Roads and on the Peninsula had been awarded in 1952.

By June 1954, bids were submitted for three sewer projects in Warwick, including a pump station at Morrison and an extension of the Morrison trunk sewer. The other two were a trunk sewer line on Orcutt Avenue in the Parkview section and another line to the Beaconsdale area. Another contract was awarded to connect the Estabrook section of Norfolk County and to bring lines to Winona, Gowrie, Park and Norview in Norfolk.

Meanwhile, the City of Hampton, in December 1955, approved a \$1 million bond issue to help finance public works, including \$200,000 for sewer expansion. On August 22, 1955, there was a daylong conference held in Warwick City Hall to discuss “new patterns of expansion” on new trunk lines, which resulted in four new lines the next year. A new subdivision control law aided participation in public sewage facilities.

In South Hampton Roads, in late September 1955, a Princess Anne Water Sewer Board was named to help set up a sewage system for three new developments: Belhaven, Southern Terrace and Kempsville district, which included Aragona Village. An emergency ordinance was created to set up a sewage system.

With the Water Pollution Control Act of 1948 set to expire, new federal funding became available via the Water Pollution Act of 1956, which provided \$50 million for pollution abatement nationwide, of which Virginia's share was \$1,027,450. To get funds the communities had to commit themselves financially to build sewage treatment plants via bond referendums.

By May 1956, the City of Norfolk was preparing to launch its Tanner's Creek Sewer Project at a cost between \$350,000 and \$400,000. The project was designed to help lead to an end of septic tanks in the northern part of Norview. In Hampton, virtually all new developments were able to reach city sewer lines.

In 1956, the Harpersville Line in Warwick was awarded for \$198,594, the largest contract for a new sewer line. On July 4, 1956, it was reported that Warwick was enlarging its sewer system with four new lines, including one to East Hilton and 72nd, 73rd and 74th streets, and one to South James River Drive.

A *Regulatory and Enforcement Phase*

As more public outfalls were closed, HRSD entered into a regulatory and enforcement phase of its mission in an effort to close the approximately 250 remaining outfalls in the area. They began a campaign insisting there was "no alternative" except for all private outfalls be closed and diverted to city lines. HRSD's policy was to split the cost with localities to build lines to connect these.

Prior to the establishment of HRSD in 1940, *The Virginian-Pilot* reported there were 80,000 commercial and residential places that sent sewage overboard. In 1955, only 875 commercial and residential facilities sent raw sewage overboard through 200 private outfalls (133 in Norfolk, 67 on the Lower Peninsula) and 13 public outfalls.

By October 15, 1956, according to an analysis of the *Ledger Dispatch*, there were no public outfalls remaining on the Lower Peninsula and only 41 private outfalls. Around Norfolk, there were only 10 public outfalls and still dozens of private outfalls.

The Commission empowered General Manager Borland to write letters informing homeowners on the Southside and Peninsula that they must "cease polluting waters under authority of HRSD" and that they would have to make connections to the system, at their own expense. With exceptions for hardship cases, they were given six months to comply.

The urgency was clear. In Norfolk on both the Elizabeth and Lafayette rivers, *The Virginian-Pilot* reported that swimming and waterskiing enjoyed "newfound popularity," with parents alarmed that there were still dozens of private outfalls. A study completed in July 1954 determined there were 3,256 parts of bacteria per 3 ounces of water, making it unsafe.

Progress on the health of the Hampton oyster beds was up and down. After being closed in 1925, they were reopened in the 1940s but closed again in 1953 due to a breakdown of Salter's Creek pumping station in Newport News. Approximately 1,200 acres were closed after equipment failures led to sewage going overboard. They were not reopened until 1955.

Borland remained optimistic that local waters in the future would be pollution free. Since HRSD's creation there had been significant improvement as the number of homes not hooked into the HRSD system decreased from 5,000 to 1,000.

A New *Master Plan*

With a mushrooming population growth stretching from Princess Anne County to Newport News and beyond, HRSD leaders visited New York in late November 1955 to meet with their consulting engineers Buck, Seifert and Jost, to discuss a new Master Plan to help determine a pattern for future development.

The firm recommended a \$5 million expansion, with at least \$2 million to the Peninsula and the rest for Southside, which was contending with issues from Smithfield to Norfolk and Princess Anne counties. Long-range plans were developed for extension of service as well as major repair work.

In particular, there was a need for trunk lines east of Military Highway toward Princess Anne County. There was also discussion on where and how to finance a new treatment plant on the James River, but the prospect was still considered years away.

By early 1955, HRSD had reached its debt limit of \$13 million, and the *Times Herald* ran a headline reading "Sewer Expansion Held Impractical." Massive population growth continued to stress operation capacity and budgets.

They were struggling with unrelenting population growth and development in the midst of an historic Baby Boom and increasing concentrations of defense personnel throughout the area during the Cold War.

In Princess Anne County alone, 5,000 new homes were to be built. There was also basic maintenance and upkeep for items such as pipe corrosion and equipment failures. HRSD had borrowed to its maximum and refinancing was deemed politically impractical, the assumption being people would not vote to raise rates.

Should a new Peninsula Sanitation District be considered to allow for new financing opportunities? Should there be a surcharge for garbage disposal units? What strategies were available to channel funding and growth in a compatible way? Many things to increase revenues and manage growth were considered, and many rejected.

“Sewage Fee Not a Small Item”

An October 15, 1956, *Ledger Dispatch* analysis led with the headline, “Sewage Fee Not a Small Item to Average Area Homeowner.” It noted that quarterly sewage bills made up 40-45 percent of what residents paid for their water, and that the cost was between \$4 and \$8 for most customers.

Those with “small” water needs, about one-third of all customers, paid a minimum quarterly fee of \$1.85. The Navy paid approximately \$31,000; Norfolk Redevelopment and Housing Authority paid approximately \$17,500; and Newport News Shipbuilding and Dry Dock Company paid \$5,000.

According to the *Ledger Dispatch* on October 16, 1956, approximately 90 percent of customers did not pay more than \$3.50 a quarter in disposal charges, and the average yearly bill for homes and small business was about \$12 a year. This compares to \$22 per unit in Roanoke, \$28 in Richmond and \$24 in Alexandria, attributed to construction of the HRSD system and the low 2.2 percent bond interest rate.

In 1956, the revenue from 60,000 customers was \$1,534,464. Of this amount, after expenses, \$281,541 was set aside for improvements and construction. That same year, Borland reported that over 38 million gallons of sewage was treated every day. He said there was only one major public outfall still in operation on the Lower Peninsula while a “smattering” of outfalls serving homes still existed.

Sewage Problem *Created Unity* Among Communities

Meanwhile, the press noted other benefits in the region besides just pollution abatement. Reported the *Ledger Dispatch* on October 16, 1956, “The vital but often taken for granted problem of sewage disposal has had a unifying effect on the sometimes at odds communities of the Hampton Roads area.”

“The reason lies in the dedication shown by their representatives on the 5 man HRSD Commission.” Each member was paid \$10 a meeting, not to exceed \$300 a year. The commission during this time consisted of E. T. Gresham since 1946; J. Clyde Morris of Warwick since 1950; G. A. Treacle of Norfolk County since 1948; Clark Nickerson since 1954; and Robert F. Ripley, appointed in 1956.”

General Manager Charles Borland, who formerly served as Norfolk City Manager, headed a force of 33 administrators and 84 engineering and operating employees. The article noted that turnover of personnel of HRSD was “grossly serious” during the Korean Conflict due to higher paying government jobs, and again in late 1954 and 1955. Each time, “pay adjustments” were made to increase hiring and retention.

The Need to *Increase Funding* to Keep Up with Capacity

With diverse rural, suburban, urban and coastal communities settled at the mouths of a convergence of streams and rivers that poured into Hampton Roads, the Chesapeake Bay and Atlantic Ocean; with Navy and merchant ships pouring bilge water off local beaches; with oil and other spills a reality with potential for more; and with major maritime industry situated on the water, what continued to make it even more challenging was that the population had doubled, and was still growing steadily.

Couple that with a seafood, tourism and defense industry that was the backbone to the economy, and with all the progress that had been made, it still seemed as though Hampton Roads walked a tight rope. “I’ve never seen an area where the pollution problem is so potent,” said W. H. Pringle, national president of the Izaak Walton League of America.

HRSD General Manager Borland responded that efforts to combat water pollution had “been generally successful.” He noted that since 1948, local residents paid between \$1 million and \$1.5 million annually for pollution abatement, and that over 50 million gallons per day of raw sewage was being treated by early 1957.

But that did not alter the challenges ahead both in terms of financial and infrastructure. Every effort was made to find smart solutions to efficiently and cost-effectively accommodate development and population growth.

Septic Tanks Continue to Pose a Problem

As the end of the decade approached, there had been considerable progress with outfall closure. The Kaufman Plan had largely been a success. Bids were requested by Norfolk on the last two sewage pumping stations in January 1958, one on the west side of Orapax Avenue between Raleigh and Boissevain and the other on South Main Street. These facilities helped cap an eight-year effort begun in 1950 to close 21 major outfalls, but problems remained with septic tanks.

Editorials from the *Times Herald* on August 15, 1959, noted that “residential areas are cropping up like mushrooms overnight” and a “combination of circumstances has contrived to make several highly regarded residential areas in North Hampton a veritable devil’s kitchen of raw sewage bubbling out into back yards from septic tanks with no respite until property owners hook onto sewer lines.”

“Entirely too many houses in the old Warwick section of Newport News are connected with septic tanks instead of sewers,” the *Times Herald* wrote on October 27, 1959, in a follow-up editorial.

Few disputed the “unsatisfactory use of septic tanks” but they fed growth in areas where HRSD service did not reach. However, the Federal Housing Authority (FHA) required that septic systems work correctly and continuously, 12 months a year, and that absorption fields were not allowed to be wet or soggy. At one point, the FHA suspended home loans for houses with septic tanks.

The logical solution was to get new developments on the city system. However, to do so, it was becoming clear that a new James River Plant would be essential to help Boat Harbor handle the population of 400,000 projected by 1975.

But there was no easy or inexpensive solution to connect all homes with the HRSD system. Not least, cooperation was needed from homeowners to close up remaining outfalls and septic tanks.

Another Plant is Needed

By the late Fifties, there was a new effort to reactivate the Patrick Henry disposal plant to accommodate new neighborhood development. This facility was originally built in 1942 by the Army to service 30,000 people at Camp Patrick Henry and Hospital, and later Patrick Henry Airport. After World War II, the plant operated only at 5-10 percent of its capacity. Following some study, HRSD acquired the facility from the Army in 1959.

The Army Base Plant was designed to treat up to 11 million gallons per day.



With a \$17,000 investment it could be used to expand service to a population of 25,000-30,000 in new developments. But the Patrick Henry plant was a band-aid compared to the pressing needs going forward.

The proposed new James River plant was expected to replace the smaller Patrick Henry plant. Plans called for a facility to treat 15 million gallons per day eventually, with the \$7.5 million plant to be built in three stages to handle population growth.

The Lamberts Point Plant, placed in operation in 1948, was upgraded in 1958 with the addition of pre-chlorination facilities.



“...residential areas are cropping up like mushrooms overnight.”

— **TIMES-HERALD EDITORIAL, AUGUST 15, 1959**

The HRSD building on Plume Street in Norfolk, completed in 1958, housed administrative functions and a pump station.



A Legislative Solution

But funding was needed for such plans. By the end of the decade, it was clear to HRSD leaders that 20 years after passage of the act creating the district, it was time to amend and broaden the powers of HRSD to keep up with the growth of population and development.

Behind the scenes, they worked with Delegate Lewis A. McMurrin, Jr., to introduce a bill providing much-needed flexibility to HRSD financing. His bill would propose to get rid of the HRSD \$10 million bonding limit, “enlarge and clarify” the powers of the commission and place HRSD under the jurisdiction of one law rather than several.

The current relatively low bonding limit of \$10 million had handicapped HRSD in meeting the area’s expanding needs. If this legislation could be passed during the upcoming 1960 General Assembly, it would give HRSD the tools to keep up with growth and development.

Said McMurrin, “As a result of the phenomenal growth of this area, this action is needed. Unless action is taken to remedy this need, it might affect the further growth of the entire Hampton Roads area.”