



90% of *Everything* Sails 3 Miles from our Beach

Spring 2022

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New EOVC Website:
livingeov.org

and new email:
EOV.Civic.League@gmail.com

by John Greene, Senior Reporter

East Beach residents and other neighbors were treated to a discussion on the above by Mark “Buzz” Buzby on a recent Sunday afternoon. Buzz, a retired Navy Rear Admiral and Surface Warfare Officer, also served as Administrator of the United States Maritime Administration, so he knew plenty about the subject, and his passion for the subject clearly showed. “Most Americans,” Buzby said, “don’t know that virtually everything we use in daily living travels by water from and to somewhere: clothes, gas, food, furniture, and so forth.”

He began with the “big picture,” and worked his way down through and to Hampton Roads and its unique location with the highest concentration of shipbuilding and repair facilities in the nation. Indeed, it’s the “gateway to our national economy,” he stated. He explained that it’s the Merchant Marine—which are the privately-owned, commercially-operated vessels of a nation—

that actually carry the merchandise and/or passengers (think: cruise lines). Indeed, there are about 53,000 ocean-going merchant vessels worldwide, with the Greeks, Chinese and Japanese owning the most ships, not counting fishing fleets, which are not part of the Merchant Marine. Of those 53,000, the U.S. has only 81 ships that trade internationally, and 60 of them receive an annual government stipend that makes them available for emergency use in crisis or time of war. And, if you think those ships you see off the Ocean View shoreline are entirely safe, they’re not. During WWII, approximately 1500 merchant ships were lost at sea, representing the largest per capita loss of manpower of all services – 1 in 26. Merchant vessels continue to be lost in peacetime today to groundings, fires and storms; many of us can recall the Felicity Ace burning at sea recently with its \$500M (!) of luxury cars lost when it sank.

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President's Letter

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“If you don't know where you are going, any road will take you there.”

This often cited, but not-quite-accurate quote is attributed to the Cheshire Cat in Lewis Carol's classic children's tale, *Alice in Wonderland*. It would now seem applicable to the present situation with our community's effort to determine how best to utilize Ocean View Avenue. This main artery is presently used for commuter traffic, local residential traffic, mass transit, recreational traffic, on-street parking, bicycles, scooters, golf carts, and of course – pedestrians. It borders the main geographic attraction in our community – the Bay Front – with its seven mile long, uninterrupted beach. The Avenue has six lanes, curbs, gutters, and sidewalks on both sides of the roadway, and a modest number of controlled crosswalks between The Spit and Little Creek. It services a large residential swath of the OV community along with several light commercial/retail areas. Even an “armchair civil engineer” can see that the present layout—the multiple uses, vehicle types, and users—cannot coexist, at least not in a safe and purposeful way.

The United States Department of Transportation Roadway Safety Strategy (NRSS) has set forth the Department's approach to improve safety on our country's highways, roads, and streets with the ambitious goal of achieving “zero fatalities”. At the local level, the City of Norfolk has undertaken a Traffic Study along the corridor and is presently conducting a survey to assess community interests and priorities. As grassroots stakeholders in our community, the East Ocean View Civic League must help the local leadership decide what “road to take” in leading us to a destination to address this problem along the Ocean View Avenue transit corridor.

Each of us has an opinion on complex matters such as this, and I will take this opportunity to state my position. I believe that the infrastructure along the Ocean View corridor should be reconfigured in a way that enhances the ability of people to enjoy the bay front. That means “incentivizing” commuter traffic to utilize alternative routes. It means updating the infrastructure to make it more user-friendly for residents, pedestrians, low-speed vehicles, and beach-goers. With this destination in mind, we can then begin to find a road that will take us there!



President, East Ocean View Civic League
EOV.Civic.League@gmail.com

Upcoming EOVCL Meetings

Meetings are held on the first Thursday of each month at 7pm
at the East Ocean View Rec Center or via Zoom (during Covid)
9520 20th Bay Street, Norfolk, VA 23518

Civic League Information

Get Involved!

Join the EOJ Civic League
Find the membership application online
livingeov.org

Your membership fee will be used to sponsor programs that benefit our EOJ family (children's programs get special attention). Our projects have included Community trash Clean-ups, Kayak Ramp installation, Shoreline restoration, the Community Garden, Bus stop benches and trash cans, Bay Oaks Park, Storehouse Food bank and school lunch distribution, newcomer packets and books for kids and a little lending library to name a few. We host community events and foster good neighborhood practices by sharing information between all the Norfolk city departments (think Police, 911, flooding, public works) and in addition, you get an opportunity to hear what development plans are being pursued in the community and you get a chance to offer your opinions relative to these plans as only members are allowed to vote on planning applications. **For \$15.00 as an individual (\$16 if using PayPal) and \$25.00 (\$26 via PayPal) for a family, you can join EOJCL and help fund the people, the property and the needs of our community as a whole.**



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Stay up-to-date via online meeting minutes

We know our EOJ community wants to stay informed about topics discussed during monthly meetings. We post a full report of the minutes each month, giving all interested citizens an overview of monthly business and updates.

Since our most up-to-date information will always be located on the EOJCL website, we invite all of our readers to visit the minutes page to find everything in one location.

Serving Our City

Have you ever wondered how you can get involved on the City Level?

Norfolk has a lot of Boards and Commissions which are comprised of citizens and city staff. Their job is to review issues and make recommendations to the City.

The City recently reached out to EOJCL to see if any member might be interested in applying for a Board or Commission.

The link for the Application is:

<https://norfolkva.granicus.com/boards/w/1e48a2452d0878d9/boards/>

If you wish to know the current vacancy list, it can be found here:

<https://www.norfolk.gov/DocumentCenter/View/29868/Upcoming-Board-Term-Expiration>

EOJCL would be interested to know if you do sign up and are chosen to represent the citizens of Norfolk. If so, hopefully you would provide updates to us from time to time of anything pertinent to our community.



Norfolk ARPA Funds Overview

In December, 2021, Norfolk City announced they would be getting \$154,041,050 in funds from the American Rescue Plan Act (ARPA). Public meetings were held and then on-line input was sought. The rules stipulate the funds must be encumbered by December 31, 2024 and spent by December 31, 2026.

The City Manager presented his plan to Council on March 5, 2022. He plans to spend the ARPA funds, with Council approval, as follows:

Continuity of City Services	\$48 million
Non-profit Assistance	\$13 million
Neighborhood Capital Projects	\$23 million
Cash-funded Planned Capital Proj	\$64 million
Broadband Expansion	\$6 million
TOTAL	\$154 million

Details for each category

- Allocate \$48 Million of the \$154 Million to replace revenue lost and continue services at current levels without tax or fee increase.
- Nonprofit Assistance will be divided between 4 groups:
 - United Way ALICE Expansion - \$1.5 Million
 - Norfolk Strong Workforce Initiative - \$1.5 Million
 - Business Façade/Signage Improvement Program - \$1 Million
 - Program to Improve Capacity and Capability (PICC) - \$9 Million
- Neighborhood capital projects are projected as listed in the box to the right.

4. Funds to support the Southside Broadband Authority. City Council has already authorized this \$6 million spend but will fund it with ARPA funds.

5. \$64 million will be allocated toward planned CIP (Capital Improvement Plan) Projects over the next two fiscal years.

The current City 5-year CIP forecasts spending approximately \$60 million each year. Using the ARPA funds provides a significant benefit to Norfolk's future debt capacity by freeing up funds needed for other projects:

- the Flood Wall Match (\$70 million anticipated in the next 2 years,
- Norfolk Fitness and Wellness
- Military Circle infrastructure

Neighborhood Capital Projects (in millions)

- Development of Greenies Site (OV): \$1.5M
- Renovation of Barraud Park: \$4.5M
- Improvements to 23rd St (Railroad District): \$3M
- Improvements to Virginia Zoo: \$3M
- Expansion of Selden Market: \$1.5M
- Renovate & Expand Azalea Baseball Complex: \$5M
- Granby Street Fishing Pier: \$1.28M
- Improvements to Huntersville Park: \$700,000
- Construction of Calvary Cemetery Mausoleum: \$1M
- Improved Lighting on Athletic Fields: \$2M
- Pretty Lake Boat Ramp: \$3M
- TOTAL ALLOCATED: \$26.48 million**



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Mapping the Historic *Green Books*: An Architectural History of the African American Travelers' Guide

by John Greene, Senior Reporter

I don't know how many of you know about "The Green Book," but I didn't know anything about it until watching the 2018 film, *The Green Book*, starring Mahershala Ali as Dr. Don Shirley, a world-class African-American pianist, and Viggo Mortensen as Tony Lip, a tough-talking bouncer from an Italian-American neighborhood in the Bronx, and the bond they develop. Billed as a "biographical comedy-drama," the movie had its share of critics, but it did win both Best Picture and Best Supporting Actor awards (Ali) that year!

The movie is based on *The Negro Motorist Green Book: An International Travel Guide*, that Harlem postal worker Victor H. Green published and updated between 1936 to 1966, which explains where the film gets its name. Green's guide featured hotels, restaurants, service stations and other places where African American travelers could stay during the Jim Crow era. Shirley relies heavily on the book in the movie; Lip is his driver and bodyguard.

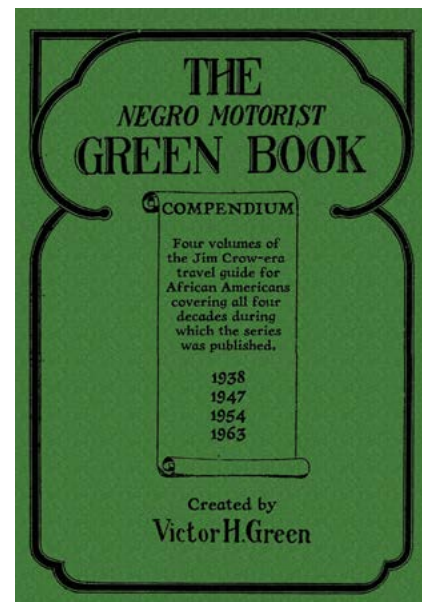
At about the same time—in 2016, in fact—the New York Public Library announced that it had digitized all of *The Green Book* guides in its collection. That summer, several women, including Catherine Zipf, formed a research group that sought to find out what had happened to the *Green Books*' buildings in their

states (MD, VA, and RI respectively).

Zipf was one of three panelists on a University of Virginia webinar I attended recently who discussed their efforts to document and map Green Book sites across the country.

The project reveals the overlooked history of mid-twentieth century African Americans: the women who ran tourist homes because their husbands could not get jobs that paid well enough to support their families; the men who saw opportunity and opened motels based on the amount of traffic passing through their towns; and the businessmen who financed those who offered beauty, entertainment, and style to middle class African Americans. These unsung people were the backbone of the African American tourist industry.

The panelists explained how the Green Book was officially known as *The Negro Motorist Green Book*. It provided Blacks safe passage when traveling around the US, and eventually other parts of the world. It was viewed by African Americans as a survival guide from the segregation, violence, and discrimination that blacks faced before the Civil Rights era. For Blacks traveling, it could literally mean the difference between life and death, as there were many places where they could not be served (one of these was portrayed in the movie) or



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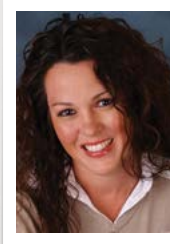


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East Ocean View Updates

Shoreline Restoration

See photos next page.

Short Term Rentals

EOVCL has created and shared our process for Short Term Rentals at each of the general meetings this year. These guidelines are posted on our website: www.livingeov.org

Our process is to meet and evaluate each owner and— if warranted— provide them with a letter to give to the Norfolk Planning Department that says the owners have met with the Community. Our letter is NOT an approval, merely a piece of the required application to Norfolk to have a STR registered.

We have met with 10 STR applicants in 2022. There are currently approximately 100 STRs legally registered with the city out of the 500-600 which are operating.

The city is adding staff to handle the STR demand as well as prosecuting those not in compliance. There are currently 48 STR owners who have been brought to court on charges of not operating their STR legally. If you wish to know if an STR operating near you is legally registered, please check out the list on our website.

Crime and Safety

EOVCL has been assigned a new Community Resource Officer. Please welcome Officer Thomas Burke. He is an experienced officer and will come to the MAY meeting to meet people. EOVL will share Officer Burke's contact information on our website.

Per Officer Jett, who came to the April EOVL meeting, **it is very important that you LOCK YOUR CAR and don't leave valuables inside.** Unlocked cars are a Crime of Opportunity and our community has been plagued with them.

In addition, you are urged to call 911 and NOT the non-emergency number if you see anything suspicious. For example, the fire at the old "Ships Cabin or Mac's" was caused by fireworks. The youth involved are all facing charges.

Jonathan Cares

One of our speakers in April was Beverly Wright, co-founder of Jonathan Cares. This non-profit is focused on helping address food insecurity in our community.

The organization collects donations from Whole Foods, Kroger, Wegmans and Operation Blessing to deliver to those in need. In addition, they have partnered with another non-profit in Hampton, and have access to household items for anyone in need.

Ms. Wright and her husband are in search of warehouse space near Norfolk to rent in order to store and organize the volume of donations they are receiving.

If you have any questions, have a need or can help, call Beverly at 757-434-2194 or email Johnathanct-Cares@gmail.com

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Shoreline Restoration



Phase 1 of kayak ramp/shoreline restoration project. Volunteers will place 350 oyster castles and spread sand to complete the project on April 23.



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Green Book,

continued from page 6

stay, especially in so-called “sundown towns,” where African Americans were not welcome and needed to be gone after dark.

When the *Green Book* first began, it listed locations primarily in New York City, with many of the establishments in Harlem, but it soon expanded nationally and even internationally by listing over 9500 places and hitting a high of about 15,000 publications a year.

The presenters also differentiated terms used by the book during its history. At that time, “Negro” was the commonly used word to describe Americans of African descent. The word was adopted by African Americans instead of “Colored,” although both words were

used interchangeably by both Whites and African Americans in the nineteenth and early twentieth centuries. The term “Black” came into use in the late 1960s and early 1970s. “Negro” is now used if it appears in a title or a quote, but otherwise people associated with *The Green Book* are referred to as “African American.”

The discussion was very enlightening. If you are interested in learning more about their project, feel free to visit their website:

<https://community.village.virginia.edu/greenbooks>



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The Bird Way

Sixth in an Occasional Series

by John Greene, Senior Reporter

This is yet another in a series of bird lectures I've gone to—or, in this case, ZOOMed in on—sponsored by the Virginia Winter Wildlife Festival. Jennifer Ackerman, who was the presenter, has had a nearly 30-yearlong career writing about birds. She's wondered about them since childhood, in fact—how do they communicate; what are they thinking, or are they thinking; how do they know to use their beak as a tool? Her bestselling book, *The Genius of Birds*, has been published in 25 languages and received numerous awards. *The Bird Way* picks up on the “genius” of birds and looks at their behaviors through the lens of five areas of daily activity—communication, work, play, love, and parenting. She discussed each of these in turn, replete with anecdotes about, and close-up photos and videos by professional photographers of, some of the extraordinary ways that birds do these things, and the secret, sophisticated intelligence, or “genius,” underlying their behavior. She went back and forth between the tropical rainforests of eastern Australia and its central outback (seemingly her favorite), to northern Japan, Austria and the islands of Alaska's Kachemak Bay. I am not a “birder,” but it was, as all have been, quite interesting.

In the first of their five areas of daily activity, they communicate through their calls, from melodious singing to alarm calls that differentiate between “friend and foe.” Other birds understand a chickadee's alarm call, for example, so “it's almost as if they understand a foreign language.” Blue jays can mimic the sound of a hawk and thus scare off other birds and steal their food. We saw and listened to a video of the Australian lyrebird mimicking a baby crying!

Birds are also hard workers. Crows are seen using twigs as hooks to pull bugs from rotting logs. Pelicans and cormorant often work in tandem over the sea, with the cormorants fishing and pelicans “pick-



Australian lyrebird

ing up the leftovers.” Birds also play. We've probably all seen videos of parakeets playing with their toys or ringing bells just for the pleasure of it, owls dancing, or birds singing along with a violinist or pianist. Their mating rituals are often quite unique, too, from the dance, to construction abilities, to the songs they're singing. Females most times just sit back, watch and enjoy before making their selection. And, last, parenting—sometimes just the male, who usually kicks the young ones out of the nest when he thinks they're ready; just the female; sometimes same sex parents. Parasite birds lay their eggs in the nests of others, thus having the equivalent of a “nanny.”

“To call someone a ‘bird brain’ used to be an insult,” she said. “Not anymore. They can make and use their own tools; they can count, recognize cause and effect, and are capable of social relationships and networks. There are areas of their brain, we now know, that are involved in complex cognition, not just instinctive behavior.” We watched as a Caledonian crow, for example, solved a multi-part puzzle in order to get a treat. The African grey parrot has a mind “akin to our nearest primate rel-

[continued on next page](#)

The Bird Way

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ative; it can count, differentiate between wood and plastic, and mimic a cellphone ringing and people's voices. They do all this with a brain the size of a nut!"

Macaws, crows and jays all have twice as many neurons as other birds, she explained, and four times those of small mammals! "The question is not are they smart, but why?" They're smart because they have to



African grey parrot

be, she said—where to live, how to adapt to their environment, how to communicate with their mate and how to parent.

At the end, she said, "Hopefully this talk has given you an appreciation of how thoughtful, creative and innovative birds are."

She concluded the talk with a quote from noted biologist, E.O Wilson, who said, "When you have seen one bird, you have not seen them all."

These presentations are held annually in January and are free; all you need to do is pre-register!

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90% of Everything

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We're all also familiar with the "global supply chain" backlogs, as well, and there are many reasons for that, Buzby explained. So-called "just in time" logistics, meaning fewer warehouses and reduced stocks, is a major contributor. As well, because of the threat of 2018 trade tariffs against China, manufacturers ordered "ahead of need," leading to an incredible glut of orders, but then fewer ships and containers were available than were needed. Add to that COVID and workforce impacts to ports, truckers and rail lines, and delays were exacerbated further as ships lined up at ports worldwide, and workers couldn't even get off their ships! There are also lots of shipping choke points around the world, from the Panama Canal to the Suez Canal to the Cape of Good Hope around south Africa. And then there was the "Amazon effect," when people were buying stuff because they couldn't go anywhere. Buzz estimated that it may be into 2023 to work off this backlog worldwide.

Norfolk, for its part, is the sixth largest U.S. port in terms of tonnage, with Houston being #1 (because of the weight of oil), and Los Angeles being #1 for containers themselves (Shanghai, China, is the largest port in the world). The Port of Virginia—including Portsmouth, the Virginia International Gateway (V.I.G.), Norfolk International Terminal (NIT) and

others—accounts for about 10% of the state's revenue and 390 thousand jobs. The #1 import in 2020? Machinery, followed closely by furniture and bedding. #1 export? Mineral fuels and oils. The V.I.G. is the newest terminal, and can hold one million containers! There, all containers are weighed and radiologically scanned, though only about 3% are checked by customs. It is rare that a container goes to the wrong place, Buzby said. Where problems occur is if what's on the manifest isn't correct.

Buzby also highlighted the role that Lamberts Point coal yard plays in the process: it is the #1 coal port in North America, and represents 35% of U.S. export capacity. He also noted that cruise ships are returning to Norfolk this year, and that wind energy will be coming soon, with a wind farm offshore and support facility in Portsmouth that will become the "nexus of wind energy on the east coast." And last but not least, he stressed the critical role the U.S. Navy plays in our national defense, with its four carriers homeported here and total of 67 ships overall.

All this is good news for the U.S., Virginia and Hampton Roads. Thanks for your service and presentation, Buzz.

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