The Beaches and Waterways Advisory Commission, as tasked by a resolution of the City Council, has met and comprehensively studied the issues of dredge materials removal and transfer stations necessary to ensure that the Lynnhaven River, Rudee Inlet, the Elizabeth River, Broad Bay and Linkhorn Bay navigation channels are adequately dredged. We are prepared to present this report to City Council detailing our findings and recommendations.

We consider this to be a program that is based on well conceived funding sources, solid engineering principals and a program that will lead to a beneficial conclusion for the neighborhoods afforded the opportunity to dredge their navigable channels to access deep water. The program will result in enhanced property value for the homeowners, increased recreational opportunities and increased real estate tax revenue for the City. Indeed Council recognized this reasoning by adopting the Old Donation SSD Ordinance on September 13, 2011. The Old Donation neighborhood overwhelmingly requested such approval, and voted a tax rate surcharge, due to a prior dredging experience which improved water quality, increased property values and provided enhanced recreational opportunities for the largest of their boats. We believe, as has been demonstrated in the conceptual design for the Thalia Lynn Dredge Materials Transfer Station (DMTS) that enhanced recreational opportunities by the public exists at other DMTS sites. (A copy of the conceptual Thalia Lynn design is attached.)

As an introductory to our findings, I would like to go off subject briefly to introduce some similarities with other tasks previously referred to our Commission. This is done in order that we might establish some perspective pertaining to the Neighborhood Dredging Program (NDP).

Just as we experienced with the Comprehensive Beach Management Plan, and with our findings in the more recent Lake Trant dredging project, the value or efficacy of the Neighborhood Dredging Program has not been called into question. The very public outcry from a select group is due to the perceived and real impacts associated with this public improvement and enhancement program. This group believes the program will have adverse impacts on surrounding neighborhoods and their residents. We are experiencing a well known social phenomenon labeled by the equally well known acronym, the NIMBY effect. The NIMBY response has been exasperated by a breakdown in civil discourse on both sides and questioning of the veracity in the communications on both sides.

When developing the Comprehensive Beach Management Plan, any reference to increased public parking or increased public infrastructure (Bathrooms and Bath houses) in the beach neighborhoods caused serious concerns for the believed negative impacts on their quality of life. The NDP is producing the same effect, if not greater, for impact concerns on the communities close to the Dredge Material Transfer Station (DMTS) on Long Creek in the proximity of Maple Street. And, just as with the breakdown of constructive dialogue between a segment of the residents of Lake Trant and Public Works, there exist a similar breakdown between a segment of residents in the Long Creek, Broad Bay, and Bay Island, Cape Story and Shore Drive communities and Public Works.
There is a lack of confidence that the negative impacts on these neighborhoods will be adequately addressed by the City and that anyone in the City is truly concerned for their plight.

Practically all comments from the impacted neighborhoods concerning the beneficial re-use of dredged materials seemed centered in a search for some alternative disposal option for the dredge materials as opposed to them passing through DMTS. The push for a program that is designed around total hydraulic dredging is also thought to be an effort to directly deposit the dredge materials into the Whitehurst burrow pit and avoid the need for transfer sites and hauling routes. There is little apparent consideration for the cost of developing infrastructure, the engineering challenges and the time delays that would be caused by the implementation of a hydraulic dredging program in the Lynnhaven basin.

The NDP currently conceives of five Mechanical Dredge Transfer Stations. The Commission believes that three of the five can be located and constructed so as to have minimal impact on the surrounding neighborhoods and those locations have not been opposed. The Crab Creek site has received some previous criticism, but no opposition has been presented to the Commission as of this writing. The one site that is truly “ground zero” for greater than 90% of the concerns is the DMTS on Long Creek in the near proximity of Maple Street.

Yet, the Commission strongly recommends that Council pursues its original intent to establish this program and utilize this valuable public space on Long Creek. In later recommendations in this report, we attempt to minimize the impacts by developing stringent controls over operational parameters at the Long Creek DMTS.

There is an alternative site to the Maple Street DMTS being evaluated and considered. The Commission is awaiting findings and details. The alternative site is positioned between the Lynnhaven Boatel and the rear of the Marina Shores commercial strip shopping center just off N. Great Neck road. An obvious advantage to this site is that truck travel would not impact the quality of life for any residences in close proximity to the haul route. Additionally, the alternative location would improve the sight line views for homes in the immediate proximity of the proposed Long Creek site near Maple Street. However, it would move the sight view impact down Long Creek and into the views of other Long Creek residences. This site, just as the Maple Street location has wetlands and private ownership complications.

Topics to consider and evaluate with the alternative site are, but potentially not limited to:

1) The narrow approach channel and the concern for the absence of adequate navigation space for the tendered barges and the absence of a turn basin.

2) Depth of the channel at low tide is .5 feet to 2 ½ feet of water.
3) The approach channel is positioned between wetlands, which were part of a mitigation agreement as a result of a court finding, and a privately owned retaining wall functioning as a stationary weir. The wetlands would be impacted and concerns for mitigation will need to be addressed. The privately owned retaining wall is simply a risk consideration to be factored into any final decision.

4) Tendered barges would need to be backed out of the approach channel and backed into boating traffic on Long Creek. Opinions differ as to the degree of difficulty in maneuvering in this narrow channel.

5) The presence of barge and tender traffic may have a negative impact on adjoining commercial businesses.

6) Water flow speed, or current, is a consideration at this location, as it is with other alternative sites.

The above are considerations for evaluating the water approach to the land which would support the Dredge Material Transfer Station. The following are the considerations for evaluation for the land approach to the alternative Dredge Material Transfer Station.

1) There does not appear to be sufficient space for truck turning to allow the trucks to enter in forward drive gear and exit in forward drive gear, this will need to be studied. Staging of haul trucks will need to be taken into consideration.

2) There is a culvert installed under the grass strip that is being considered for the truck haul route. Geotechnical studies and borings will need to confirm that the land that supports the culvert is sufficient to additionally support loaded truck travel.

3) The findings from Land plat surveys, as well as, topographic and drainage studies will need to be known to determine if satisfactory contouring can be achieved to handle water flow off and around a newly constructed road that will ensure that no adverse impact or undermining will occur at the adjoining private properties. This is not a minor consideration in view of the fact that “water flow undermining of private property” was the issue that cause the City to install the culvert at the direction of the courts.

4) Traffic engineering will need to consider and design safe truck travel on and off of North Great Neck Road.

5) The site should be reviewed by the City Attorney’s risk management unit to consider issues associated with private ownership of the weir / retaining wall and the adjoining physical property.

6) Finally, Council will need to adjudicate the issue of cost to benefit and fund any improvements as a standalone project.
We do not believe that any of the above issues are insurmountable impediments to selection of this alternative site for the Dredge Material Transfer Station in the Long Creek / Broad Bay service area. They are included in this report to direct your attention.

The first issue of Council’s referral was to investigate the feasibility of alternative dredging methods. The subject of mechanical versus hydraulic dredging was discussed and debated at length. We provided several opportunities for professional and public input. It is important to acknowledge that members of our Commission have significant expertise in the field of dredging and water borne slurries. We have concluded that the NDP cannot be reasonably initiated or completed without the use of both mechanical and hydraulic dredging. This may not be the case for future maintenance cycles. Currently, the funding, engineering and infrastructure does not exist in Virginia Beach to support a third option, the hybrid system. Further investigation may conclude that opportunities exist for consideration and use of a hybrid system in the future. Any decision will require a commitment for inclusion in the Capital Improvement Program and a detailed investigation of engineering and aesthetic challenges. To this end, we have included an addendum with comments from Public Works and an independent contractor who was a member of the panel to discuss dredging method options.

We recognize that the method of dredging is directly dependant on the site conditions, environment considerations and cost associated with the individual projects within the NDP. This is not a political decision and the dredging methodology for individual SSD projects should be left to the engineering and bid proposal processes.

**Hydraulic Dredging** is more capital intensive, has high mobilization cost, requires 24/7 operation to be economically efficient, produces more noise impact than mechanical and has greater adverse impacts on surrounding neighborhoods in general. Hydraulic is an excellent option for large volume, localized projects. For many of the positive factors, we concur that hydraulic dredging is the preferred primary method in the Rudee basin due to the physical conditions of some of the areas to be dredged and the availability of a permitted disposal site. There will be a need for some mechanical dredging in the Harbour Point and Shadow Lawn neighborhoods. The disposal of dredged materials in the anoxic holes that form portions of the bottom of Lake Rudee and Lake Wesley is actually a beneficial re-use of the dredged materials and gives greater weight to the use of hydraulic dredging. The disposal of dredged materials in the anoxic holes is a condition of the Norfolk District, USA Corps Engineers permit. The only permitted dredge disposal option for inner harbor dredged materials is placement in the deep, anoxic holes in Lake Rudee and Lake Wesley. Under City Council policy, only the Lake Rudee disposal area is to be used.

**Mechanical Dredging** is recognized as the best method for areas within the neighborhoods of the Lynnhaven basin due to channel sizes, turn basin restrictions and ancillary channel confines. Mechanical dredging methods also provide the flexibility to adapt to the various conditions that will be encountered.
Additional positive consideration for mechanical dredging results from the awareness of the existence of tree trunks and similar debris on the bottom of many of the ancillary channels to be dredged. There exist in the mechanical industry, environmentally friendly, level cut excavator buckets which will result in less spillage and less damage to the physical environment. One of the few negatives is that mechanical dredging creates greater turbidity which causes some temporary environmental impacts.

Because mechanical dredging is a strong recommendation for any near term dredging in the Lynnhaven basin, an accompanying DMTS, as well as, barge and truck haul routes become necessities. The barge size is dependent on water depth of the channel to be dredged. Barge traffic does not present a hazard to navigation or bridges. Dredge project oriented dump trucks present no more of a traffic hazard than any normal rear tandem dump truck.

The Dredge Materials Transfer Stations, the transfer equipment and the recommended haul routes are the principal causes of conflict and concern for the Long Creek and Broad Bay communities. There has been considerable public input opining that DMTS sites for neighborhoods opting into the NDP are best when located inside the project area and on private property. We concur with that position as it would reduce adverse impacts on those who would receive little or no benefit. Localized DMTS would reduce project cost to the benefit of all SSD participants. However, we do not believe that this option should preclude the construction of one unique, publically owned transfer station associated with each identified service areas. Conditions change constantly with private property and private property owners. Any unknowns that could complicate future maintenance needs should be avoided. Equally important, and strongly recommended, is the availability of a transfer station in each program service area for use by the public for dredging by entities or individuals other than the City.

The second item in Council’s referral was to consider opportunities for the “beneficial re-use of dredge spoils”. On review and consideration, we have not identified any beneficial re-use associated with the initial stage of dredging in the NDP. However, we feel that there is good reason to investigate future beneficial re-uses and the needs for alternative placement of dredged materials. All will acknowledge that the availability of permitted disposal sites in the City is currently very limited and their capacity is clearly finite. The study of the creation of salt water wetlands and salt water marsh islands are presently underway in the environmental engineering field. The same is true with fresh water studies. Fresh water studies are more advanced than salt water studies at this time. There are adequate disposal sites available to satisfy the needs for the initial dredging and some amount of maintenance dredging to accomplish the goals of the NDP. We believe that Council would be wise to authorize and fund a study of alternative re-use options for dredged materials for the future phases of this program. There are several reasons to investigate these options. When permitted by controlling agencies, the beneficial re-use of dredge materials, for other than fill for anoxic deep water burrow pits, will play heavily into the future of watered communities such as Virginia Beach. The reduction of future negative impacts on established
neighborhoods alone would justify the cost and effort of investigation. We have attached a report to emphasize our interest in recommending this field of research for your serious consideration.

The authors, Ronald Vann and Harold Jones are respected members of this engineering community and were members of our panel to discuss the beneficial re-use potential.

Beyond the topics of beneficial re-use of dredged materials and the best dredging method to employ in the NDP lies the real crux of the issues associated with our referral by Council. Simply stated ... the crux is the location and controlling parameters associated with the DMTS. We believe that concerns, both real and perceived, have influenced reasonable discussions and negotiations surrounding the barge traffic, transfer station, industrialization and the truck hauls associated with the Long Creek DMTS. The sites that have been identified by Public Works and lie within the mechanical dredging areas for the Lynnhaven basin are located at the southern end of Linkhorn Bay, the Eastern Branch and lower Western Branch areas and will have minimal impact on neighborhoods and residents. The Crab Creek DMTS, serving the upper Western Branch, could have some adverse impact on the recreational fishing and boating communities and will require restrictions on the DMTS operating parameters.

The greatest neighborhood impacts will be felt at the Long Creek DMTS.

Residents of the surrounding neighborhoods of Long Creek have complained of the potential for adverse impacts in the form of noise, dirt, dust, odors, visuals, barge traffic complications, truck haul complications, wetland impacts, fishery impacts, the industrialization of a once serene environment, the loss of recreational opportunity, the devaluation of personal property and the general concern for public safety. Because of these many concerns, real or perceived, we recommend that the most stringent restriction possible be considered for operational controls at this DMTS.

There are methods of mitigation and opportunities for controls that will eliminate, or significantly reduce, many of the issues of concern. In no particular order: public safety, barge issues and truck traffic complications can be controlled with enforcement of the law. Haul routes on City property adjacent to existing housing can be buffered and controlled. Current road proximity to the housing cannot be reduced due to existing land conditions. Wetland and fishery concerns are dealt with during every Public Works project constructed on or adjacent to beaches and waterways. The visual impact concerns can be reduced with design. The area is replete with bulkheads, pilings, dolphins and dockage. The industrial look feared can be significantly reduced with good design and planning for staging and removal of equipment in a timely manner. Recreational opportunity will be displaced, but not lost. Some provision for boat launch and citizen entry to the water should be considered in the DMTS design. The concern for the smell of the dredged material and diesel fuel can only be reduced with limited use or seasonal restriction.
To ensure limited use, the Commission strongly recommends that only dredge materials generated in the Long Creek and Broad Bay control areas be transferred through this site. This is the same recommendation that the Commission makes for all identified control areas. The Council will need to provide some flexibility for hardship or unforeseen circumstances. However, in the unanimous opinion of the Commission, a major factor in reducing neighborhood impacts, and a control mechanism that can be utilize by individual neighborhoods in identified control areas, is a reliance on Council’s commitment to restrict dredge materials from sites outside of unique service areas from being transited through other DMTS, except when no other options are reasonable or available.

By Council’s adoption of this simple concept of a single and unique DMTS per NDP service area, Council will provide each neighborhood or service area with the opportunity to focus exclusively on their wants, needs and impacts.

The residents of the Long Creek and Broad Bay service area can focus exclusively on their service area and work to influence the activity in their neighborhoods. With the very high requirement of an 80% affirmative vote for approval prior to the start of a SSD project, and with the significant organizational structure of the civic leagues and activist in the Long Creek wetlands support community, it is entirely possible that not one barge will arrive at the Long Creek / Maple Street DMTS and not one truck load of dredged material from an SSD project would leave the DMTS. However, the need for a DMTS on Long Creek still exist for the potential use of the site by the public for dredging by entities or individuals other than those opting into a neighborhood SSD program. It would also be necessary to complete the infrastructure associated with the service area in the event of unforeseen conditions or circumstances.

The Linkhorn Bay service area and the Eastern and Western Branches of the Lynnhaven River service areas will have their unique DMTS and will provide them with the necessary infrastructure to economically and effectively provide for a viable Neighborhood Dredge Project.

All of the sites selected are sufficient to support the needs of the NDP. All of the DMTS have similarities and difference to consider when establishing their service parameters to ensure the least possible adverse impact on their served and surrounding communities.

Included at the end of this report is a list of the five locations and their unique and overarching considerations with recommendations. The overarching similarities are their proximity to wetlands, need for adequate road structure, need for operational safety, need for cleanliness of operation and need for minimal impact on the surrounding neighborhoods and travel routes. Differences to consider are hours and days of operation, length of permitted operating segments and frequency of use. Wash down, dust and noise abatement, ingress and egress and environmental concerns should be considered, and controlled if necessary, on a per site basis.
DREDGE MATERIALS TRANSFER STATION OPERATION

This is a DRAFT PROPOSAL with recommendations for the operation of the Dredge Materials Transfer Stations, including recommended use of the sites by the public for dredging by entities or individuals other than the City.

Current areas of concentration are SAFETY, CLEANLINESS, PERMITTING, TRANSFER POINT OPERATIONS, NEIGHBORHOOD TRANSFER POINT MECHANICAL OPERATIONS, INSPECTIONS AND COMMUNICATIONS.

GENERAL COMMENTS – APPLICABLE TO ALL SITES

SAFETY: We recommend strict adherence to the Federal Occupational Safety and Health Administration (OSHA) regulations and related Commonwealth Of Virginia and City of Virginia Beach laws, ordinances regulations and policies.

We recommend that any engaged contractor develop and submit a Site Safety Plan to the City Project Manager for review and approval at least 30 days in advance of the start of work.

City Inspectors should review safety procedures daily for compliance with the approved safety plan and appropriate OSHA standards. Any findings of non-compliance must be discussed with the Contractor and noted in the Inspector’s daily report. We recommend that the City Inspector be delegated the authority to stop work until corrections are made and unsafe conditions are eliminated.

CLEANLINESS: We recommend that the contractor clean the site as needed, but not less than twice per work day. Trash should be collected daily and removed from the site as needed, but not less than twice per work week. We consider it important to pay strict attention to the collection of any and all trash that is on residential property. Vehicles should contain a trash bag for use by the operator.

We strongly recommend that the contractor establish an equipment wash rack on site or a City approved alternative. Sediment pressure washed from vehicles will be collected to prevent drainage into the waterways. Where possible, at the Inspectors option, a 50’ long x 15’ to 19’ wide VDOT construction entrance featuring a geotextile fabric and VDOT #1 coarse aggregate, maybe substituted for the wash rack. Such construction entrance shall be installed prior to the ingress onto a hard surface public road.

Hauling vehicles beds will be sediment tight.

Contractor should place and maintain portable bathroom facilities at worksites. These facilities should be maintained in a clean condition and inspected daily. They should be serviced at least once per week.

PERMITTING: We recommend that the City identify a communications contact for the purpose of explaining to interested parties, concisely, how the permitting process for the Special Service Districts (SSD), small independent groups and individual property owner’s permit applications will be handled. Strict adherence to all required permits for the work is critical. Copies of all permits should be provided to the City Inspectors, and their site visits should focus on assuring that the contractor is in compliance.

PERFORMANCE: We recommend that the contractor be required to post a performance bond. The contractor should be required to conduct his work in the navigable waters so as to minimize obstructions and avoid impacting navigable depths; and comply with appropriate US Coast Guard Regulations.
TRANSFER STATION OPERATIONS:

GENERAL: The General Operation Provisions are applicable to all transfer stations. We recommend an individual review of each site and suggest supplemental guidelines be developed for special conditions and circumstances as needed.

NEIGHBORHOOD TRANSFER SITES: We strongly recommend the establishment of individual Dredge Materials Transfer Stations be located in the neighborhood receiving the benefit of the dredging project. We realize that cost, ingress and egress, site conditions and proximity to established transfer locations will factor into the decision process for site selection.

NOISE ABATEMENT: It is recognized and acknowledged that construction sites by their very nature produce noise. We recommend that all reasonable efforts, and known engineering options, be utilized to reduce noise that impacts travel routes in and adjacent to neighborhoods.

TRUCK TRAVEL: We recommend that adherence to neighborhood speed limits be strictly enforced. We recommend that the contractor submit a proposed haul route plan prior to initiating work. The planned haul route should be reviewed by the City Project Manager and the City Traffic Engineer to ensure appropriateness, sufficient road strength and capacity. The contractor’s contract should include stipulation that upon completion of the work, the transfer site and neighborhood streets be returned to their pre-construction condition.

WATER QUALITY: The Contractor must recognize that any adverse impact on water quality will have an equal impact on the quality of life of residents living in the waterfront neighborhoods. We recommend that every effort be made to ensure avoiding even minor pollution of waterways and the placement of deleterious materials into the waterways. Care should be exercised to avoid any impact on fish and wildlife.

NOTICE TO PROPERTY OWNERS: Prior to mobilization, we recommend that the City / Contractor conduct a neighborhood meeting near the neighborhood to answer questions and provide information pertaining to the project, anticipated construction schedules and points of contact with telephone numbers.

LONG CREEK DREDGE MATERIALS TRANSFER STATION MECHANICAL OPERATION:

ALL GENERAL OPERATING PROVISIONS APPLY.

Prior to the start of dredge materials transfer, we recommend the following site preparations.

We recommend the installation of a traffic signal at the Lynnhaven Drive and Great Neck Road intersection.

If determined to be practical and necessary to protect the cleanliness of our streets, we recommend the construction of a wash rack located on or near the haul road prior to Lynnhaven Drive.

Provide screening for the residences along the 470 ft. reach from the holding area to Lynnhaven Drive. We recommend planting or fence improvement. We strongly recommend a structural survey, to include photography, be accomplished for these residences prior to project initiation.

The contractor’s office, maintenance facilities and storage needs should be located near the transfer station platform so as to be as far removed from residences as possible.
We recommend that the haul road from the transfer station be fashioned to allow trucks to travel north approximately 420 ft. and then west approximately 370 ft. to the existing 470 ft gravel road that leads to Lynnhaven Drive.

Should the alternative site in the Marina Shores commercial strip shopping center area be viable, it will be necessary to recommend operational constraints specific to the site.

We recommend the contractor be required to provide dust abatement by using a water truck or trailer to spray on the haul road where instructed by the City Inspector.

**LONG CREEK DREDGE MATERIAL TRANSFER STATION OPERATION:**

We recommend the following constraints on operations at the Long Creek Transfer Station;

Work hours: 0700 to 1600

40 hour work weeks without Saturday, Sunday or holidays

No more than 45 consecutive work days

No more than 90 work days per calendar year

A minimum of 30 days between completion and start of projects

No more than 30 truck loads per day

No work maybe conducted between the Friday before Memorial Day through Labor Day without special relief

We recommend the following constraints on operations at the CRAB CREEK transfer station:

Work hours: 0700 to 1600

40 hour work week without Saturday, Sunday or holidays

No more than 30 truckloads per day

Work days and periods to be adjusted to accommodate the appropriate fishing seasons

We recommend the following constraints on the operations at the THALIA CREEK TRANSFER STATION:

Work hours: 0700 to 1600

40 hour work week without Saturday, Sunday or Holidays

No more than 30 truck loads per day

Contractor will accommodate the needs of the crew / canoe enthusiasts and Thalia Elementary School. Contractor will not utilize Thalia Lynn Baptist Church parking lots nor adjacent commercial business lots for employee privately owned vehicle parking.

We recommend the following constraints on the operations at the Linkhorn Bay / Laskin Road Transfer Station:

Work hours: 0700 to 1600
40 hour work week without Saturday, Sunday and Holidays

During work hours, Flagmen are required to control all vehicular entry from the work area onto Laskin Road.

Special care is required to prevent the buildup of soil on the heavily revealed Laskin Road to include rotary brooming of the paved surfaces three times per day.

No work maybe conducted from the Friday before Memorial Day through Labor Day

We recommend the following constraints on operations at the Reagan Avenue transfer station.

Work hours: 0700 to 1600

40 hour work week without Saturday, Sunday and Holidays

No more than 30 truck loads per work day

Should the Pep Boys site on Virginia Beach Blvd site be selected, additional constraints maybe necessary?
Beaches and Waterways Advisory Commission
Public Meeting Guidelines
October 13, 2011

- The purpose of the meeting is to answer your questions and acknowledge your statements/recommendations for consideration by the Commission.

- The notes taken for the Commission to consider will be available on the website and discussed at upcoming Commission meetings.

- We will use a structured and timed process so that everyone will have a chance to be heard and get their questions answered. We are an advisory commission appointed by the City Council. We respond to the requests they make to us. We will keep the conversation focused on the following 4 topics:
  - Feasibility of alternative dredging methods; hydraulic or mechanical dredging;
  - Potential for beneficial re-use of spoils;
  - The impact on affected communities (both those receiving dredging and those in the vicinity of the existing and proposed transfer stations) with a focus on identifying sites that are sufficient to support the needs of the project but have the least potential for adverse impact for the community;
  - A proposed framework with parameters for operation of the spoils sites, including potential use of the site by the public for dredging by entities or individuals other than the City.

The reason we want to focus the conversation this way is to keep the discussion centered on the exact tasks referred to the Commission by City Council. We believe this will keep the time manageable so everyone gets heard.

- Those individuals and groups who want to speak should sign up when entering the room. We will hear them in the order of signup.

  - They may make a general comment or a recommendation.

    ▶ Statements/recommendations will be noted and passed on to the commission for consideration. Written material will be accepted.

    ▶ We will not engage in debate or evaluate recommendations. This is an opportunity for public input to the Commission.
➤ Single individuals will have up to 3 minutes to speak, and those representing
groups may have up to 10 minutes.

➤ We will be using a timer, and request that you respect the process so as many
folks as possible can be heard.

• Those individuals and who have a question or a comment should write that question or comment
on the cards (1 per person) available at the back table.

  Written questions will be answered by the Commission Chairman or a commissioner or
  staff member that he designates.

  We will alternate between hearing a speaker and reading a question from a written card.

• Anyone who has signed up to speak and has not been called up by the end of the meeting (9:00
pm) will have the opportunity to speak at the next regular Commission meeting using the same
guidelines we have established. No new names will be added to the list.

• Any written questions submitted and not read will be read at the next meeting. We will not be
taking additional questions.

The next regularly scheduled meeting for the Beaches and Waterways Advisory Commission will
be on Thursday, October 20, 2011 at 4:00 pm at the I Human Resources Conference Room A,
Bldg 19, 2416 Courthouse Drive in the Municipal Center.