

August 16, 2017

Greetings,

I hope this letter finds you well. I am writing to update you on our progress regarding the Cedar Key coastal erosion stakeholder process described in our last correspondence.

Firstly, we would like to offer a brief reminder about the rationale and goals of the project. Over the past several decades, coastal erosion has modified the shorelines of Cedar Key's Daughtry Bayou, especially along G Street and Airport Road. This erosion has altered the ability of residents and visitors to recreate in these areas and critical infrastructure is potentially threatened. In September 2016, we hosted a public meeting to introduce the coastal erosion issue, outline some of the options for coastal erosion control, and gather feedback from attendees regarding the need to continue a dialogue about pursuing a coastal erosion control project. In November 2016, we met individually with several coastal property owners to gather detailed feedback regarding concerns and desired project outcomes. These meetings provided highly valuable insights about shared concerns and desires of coastal stakeholders, which were incorporated into the next phase of the project. The ultimate goal of this project is for stakeholders, especially property owners adjacent to these areas, to reach consensus about the type of coastal erosion project, if any, to pursue.

On March 3<sup>rd</sup>, 2017, we hosted the first stakeholder workshop in Cedar Key. This "Visioning Workshop" was a joint workshop attended by 27 people. Attendees were a mix of property owners along both Airport Road and G Street, members of City and County government, and other residents of Cedar Key. The Visioning Workshop served three purposes: 1) provided information about coastal erosion control options, 2) increased ability of attendees to visualize coastal erosion control through a field tour of different shoreline types, and 3) provided a forum for attendees to provide input regarding expectations for a shoreline erosion control project. The workshop included construction of a timeline of events, inspection of aerial imagery, a field tour to observe a range of erosion control options, an open discussion of the benefits and drawbacks of each option, and a voting process whereby attendees were asked to vote on two favorite and two least favorite options. We have enclosed a report detailing the Visioning Workshop for your review.

*The Foundation for The Gator Nation*

An Equal Opportunity Institution

Our team has had several meetings this summer to work on the draft designs that incorporate the feedback we gathered in the Visioning Workshop. This fall, stakeholders will discuss and modify these draft designs in the second round of workshops. The “Design Workshops” will be separate for Airport Road and G Street, as the purpose of these workshops will be to arrive upon a design for a project that is acceptable to property owners and meets the specific needs of each area. You are welcome to attend one or both workshops, depending on your interests.

We are hopeful that a large number of property owners and other stakeholders will engage in these workshops. **We have selected the following dates for the next round of workshops:**

**October 27, 2017 – G Street Design Workshop**

**November 3, 2017 – Airport Rd. Design Workshop**

**For purposes of further communication and for us to provide the draft design options for your review prior to the Design Workshops, we usually communicate via email. Please send your email address to me at [savanna.barry@ufl.edu](mailto:savanna.barry@ufl.edu) if you would like us to contact you with future information.** You may also contact me via email or the phone numbers below with any questions you may have.

Please feel free to share this letter, the enclosed report, and the invitation to engage in this process with other interested parties. We welcome the highest level of participation by any that are interested.

Sincerely,



Savanna Barry, Ph.D.

Regional Specialized Agent - Coastal Ecosystems

UF | IFAS Extension and Florida Sea Grant

UF | IFAS Nature Coast Biological Station

office: 352-543-1095 | cell: 804-305-6014

**For more information about this project and about coastal erosion, please see the following links:**

G Street Coastal Erosion Meeting Blog Post: <https://ncbs.ifas.ufl.edu/g-street-community-discussion/>

Climate Resilience Toolkit – Coastal Erosion: <https://toolkit.climate.gov/topics/coastal-flood-risk/coastal-erosion>

Types of living shorelines: <http://floridalivingshorelines.com/types-of-living-shorelines/>

NOAA information on shoreline armoring: <http://oceanservice.noaa.gov/facts/shoreline-armoring.html>

NOAA information on living shorelines: <http://oceanservice.noaa.gov/facts/living-shoreline.html>

Florida Living Shorelines: <http://floridalivingshorelines.com/>

NOAA natural habitats increase coastal resilience: <http://www.noaanews.noaa.gov/stories2015/20150429-noaa-study-finds-marshes-reefs-beaches-can-enhance-coastal-resilience.html>

Cedar Key Living Shoreline Planting: <https://ncbs.ifas.ufl.edu/living-shoreline-marsh-plantings/>

Cedar Key Living Shoreline Update: <https://ncbs.ifas.ufl.edu/cedar-key-living-shoreline-update/>

# Cedar Key Coastal Erosion Visioning Workshop - March 3, 2017

## Detailed Notes and Report

### 1. Program Agenda:

#### **STAKEHOLDER VISIONING WORKSHOP EROSION CONTROL IN CEDAR KEY**

March 3<sup>rd</sup> 2017 , Cedar Key Community Center, 809 6<sup>th</sup> Street  
Local Contact = Savanna Barry, UF/IFAS Extension Sea Grant

**OVERALL OBJECTIVE FOR SERIES OF MEETINGS:** Assess community support for specific project designs and interest for pursuing implementation funding

**OBJECTIVES OF MEETING 1:** By the end of the meeting, participants will have:

1. Discussed erosion history in the area and preferences for shoreline uses
2. Learned more about and compared various options for erosion control
3. Narrowed down a range of acceptable project types that promise to preserve the shoreline at G-street and airport road location --- according to preferred uses.

**OBJECTIVES FOR MEETINGS 2 AND 3:** Discuss and evaluate specific project designs and build consensus around one preferred option

#### **AGENDA – Meeting 1: Visioning Workshop**

12:00 PM – 12:40	<b>Registration &amp; Lunch</b>
12:40 – 1:00	<b>Welcome and Review of Objectives &amp; Agenda</b>
1:00 – 1:30	<b>Participatory Timeline w/ Aerial Imagery</b>
1:30 – 2:50	<b>Field Trip</b>
2:50-3:00	<b>Return to Community Center</b>
3:00 – 3:15	<b>Break</b>
3:15 – 4:15	<b>Feedback &amp; Prioritization Activity</b>
4:15 PM	<b>Next Steps, Closure and Evaluation</b>
4:30 PM	<b>Adjourn</b>

## 2. Welcome and Review of Objectives

- Savanna Barry introduction - Nature Coast Biological Station
- Background: UF was asked by Cedar Key to convene meeting about erosion around G street in particular. Hurricane Hermine happened but the City still wanted to hold meeting. Initial meeting held (Sept 2016) focused on the question: should we continue to talk more about addressing erosion? Outcome suggested yes, continued conversation is needed.
- This meeting meant to get more people involved in the discussion. A show of hands indicated some people present were there for the prior meeting, but there were some new hands.

Savanna learned new things. Learned how many people connected to G street and Airport road. Place for kayaks, place for business, place to get drink and watch sunset. Here to talk about that and discuss how to preserve functions while addressing erosion concerns.

- Participants see that there are a variety of things posted around the room. Will have opportunity to review these later.
- Recognizing others involved in the project. Dr. Mark Clark - one of main leaders for erosion projects. Meeting facilitators: Wendy-Lin Bartels, John Dain - Natural Resources Leadership Institute. They will help with process of collecting feedback. They wish to hear from everyone here.
- Everyone go around and say name and place sticky of where they live. If live and have business, place two sticky notes. Names: Robin, Nancy, Matt Brooks (Levy County Commissioner), Daniel, Bill and Sandy Heckler (live on G street), Royce Nelson, Phil Parker, Bob and Christine, Claudette Nelson, Doris, John McPherson with Cedar Key Water and Sewer District, Beth and Gene at 2<sup>nd</sup> and E, Sue Colson, Beth, Claudette, Franklin and Mandy Offerle, Oliver and Doreen, Doris.

*(right) The resulting map with everyone's geographical connection to the area:*



Turning over to facilitator team:

- Introduction by John Dain. Neither facilitators involved in project directly. Those involved wanted someone else to run the meeting so they could participate.
- Purpose of meeting today is to think about erosion ideas and solutions. They wished to get input from people who live and work here.
- Project will have three different meetings. This is the first. Will construct the timeline, and look at options (what they are and how constructed), and at end of the day want to get feedback on which are not a good idea and which are worth thinking about. Ideally narrow down to which sound most promising.
- Use aerial imagery to get stories and input about what's going on today.
- Field trip to go around and look example of different erosion projects.
- Wendy-Lin and John had chance to meet everyone. NRLI - state-wide program to train natural resource leaders. Met with some people here already.

More getting to know you:

Asked a series of questions: 3 people born in Florida; 3 from Canada; large number live in Cedar Key year-round; many own boats; some own a local business; 5-6 work for the government; quite a few are property owners; 1 lives on G street; 1 lives on Airport Rd., many consider themselves near both locations. When John asked who would rather live elsewhere - no one raised their hand. Residents all live there for very particular reasons. However he noted Cedar Key is undergoing changes like most places.

### **3. Participatory Timeline and Imagery Exercise**

Wendy-Lin facilitated this portion. Asked everyone to look at photography. Asked for experiences about changes and experiences within the last 40 years or so.

#### **Narratives on events from past years:**

- One attendee visited in 50-60s. Was no first street in the 50s. Couple houses there, but notable feature was swimmable beach. When was marina dredged? In 1964 big dredge sitting there, so had started it. Real sand spit that projected out in the water. Suggested you could walk to Sea horse at low tide (in 50s and 60s). Anyone else have that memory?
- Nancy came down with kids in 70s. They might come with her dad and fish. Quite different.
- Suggested Doris may have lived here the longest. She moved here 1979. What was it like then? Very few houses along Airport Rd. There were no condos. Faraway Inn was there but not called that. Beachfront Motel was there.
- Who arrived soon after? Next is 1984. Christine. Came to visit from Canada. Was with her parents, fell in love with Cedar Key and bought a home. Came yearly for holidays. Lived at end of 7th St on the water. Remembered Beachfront and Fairway was there. Dock St two way traffic. At that point condos were built.

- Phil - spent summers here starting in 1985. Lived in Palatka. Came in summers to work, fishing in Cedar Key. Last son graduated from high school in 1995. They moved here next week.
- Sue - lived in camper. Came from Suwannee. Father was born in Cedar Key. Cedar Key was metropolis in comparison. Came because clam industry being born here and she was part of the group that brought it here about 25 years ago. Maybe even 30 years (in 80s) if you included preliminary work. She went to nursing school. They bought a house. G Street - every night went to sand spit with grandchildren. Called it love river. Depression during high tide. Kids had teeny kayak. Like a jungle adventure. She took them out every single night to Joe Raines and Airport beach. Not even 50 feet of sand before house put big seawall up and it got ruined. Small child's paradise before then. Bath, dinner, then sea air before going to bed. Really swimmable for kids. Utilized every single day. Pier was built because FEMA required it. Not a choice of county or Cedar Key. If wanted pier back up, it has to look like this. Sue would come down in golf cart, pulley wagon with loads of kids. Oldest child now in Coast Guard.
- Daniel remembers getting dragged here by his dad. Lot of memories of fisheries. Some of his first memories. Probably 6 or 7 years old. Guessing 90s?
- Claudette came in 1991. Unplanned vacation. Saw a house for sale that had an 8-room motel in front of it. Went into town to eat and asked around about available property. They pointed them back to that same house. House had been vacant for four years. Where Gulf blvd meets Airport Rd., all the way down to Airport Rd. bridge there were no homes. Went back to CA for two years, but then moved to Cedar Key.
- Bill and Sandy came in 2002. Job brought them down here. Chose as future retirement near the water and near a university. Found on map, visited, and fell in love with it. Old pier here and sponge boats came. Shrimp boats came to. Dock was lower.
- Royce - 2006/2007. Fell in love. Bought house in 2008. Came from Pensacola. When first came, the dock downtown was actual dock not big ugly fishing pier. Bought a house but it got torn down. They did away with their harbor and put in that pier in 2008.

#### **4. Timeline/Identification of significant events:**

- 2004 - three hurricanes. Beach along G street went from nice sandy beach to being scoured clean. Was good for kids, safe. After storms no more beach, and continued to erode away.
- 2010 - Raines beach great place to take a dog. In 7 years disappeared. No longer there.
- Sue - because of road along G street, road was identified in emergency management plan, identified as important road for flow of traffic. Feeder road where traffic a big deal. Roughly 12 years ago at least it was identified.
- Identified hardened shorelines and seawalls unacceptable in Cedar Key. Law saying no new sea walls can be built. Probably in past 10 years.
- In 1989 - hard freeze killed majority of mangroves. Suggested killed just the tops?

Participants were asked them to take a quick walk along images. Older images were 10 years apart. Then there were 3 images from past 10 years. Everyone was asked to stand up and take walk and notice what the changes along shoreline are.

## 5. Impressions after walking the timeline:

- Noticed shifting sand. Width of beach changes in some places, narrows and widens at intervals. That change not entirely unusual.
- G street and 1<sup>st</sup> street - G street in 1970s, where it would be is all beach.
- If you keep moving towards canal, completely sanded in now. Narrow opening. Seawalls transfer energy, energy moves everything down to the bar which closes the canal.
- Doris - Beachfront Motel. In past photographs notice a lot more land. Where's it gone? Suggest down in front of canal.

How do these changes affect your use? How do you enjoy G street and airport road?

- Can't have beach, sand, kids there. Have water on their road, and slowly going up further. Sometimes at high tide that feeder road has water on it. Danger of losing the accessibility. Services under it, etc. Real concerns about structural importance of that region for the city. Owned by the county.
- Not just recreating there, but also property and utilities that need to be protected.

## 6. Identifying Uses for Each Location:

What happens on G street?

- Sunset watching
- Kayaking - great launch
- Small boats - small boat weekend May 1st. Very safe place to launch vessels. Solid sandy bottom. Not sinking in mud. Don't want people to climb over rocks and sinking in mud.
- People fish out there. Go out into water.
- People from Gainesville go crabbing.
- Walk on spit during low tide, can walk out couple hundred yards. Horseshoe crabs, and sand dollars. Beach-combing, and ecological education.

What happens on airport road?

- Rent kayaks, fish
- Bicycles
- Only access to airport by car
- Walk
- Only road to get to any house on Airport Road
- Use as a beach
- Walking dogs

Thing unique to either place:

- G street has easier access to water and parking
- G street has better sunset
- G street rusted, old boilers from Pencil slat factories - cultural/historical resources?

Overview:

- Beach quality and quantity has changed
- All agree erosion happening, something needs to be done. Not sure what.
- Want to see which options enhance their use and which impede their use

G Street	Airport Road
<ul style="list-style-type: none"> <li>• Watching the Sunset/best sunsets</li> <li>• Kayak launch – one of the safest locations with easy access to launch</li> <li>• Small boat launches</li> <li>• Fishing – from shore and wading</li> <li>• Crabbing – wade in</li> <li>• Walk out on Sand Spit/Beach combing</li> <li>• Ecological education – all ages</li> <li>• Easy access to the water and parking</li> <li>• Historical “ruins” of old boilers, docks</li> <li>• Structurally important to city (feeder road)</li> <li>• Utilities (water and sewer) run beneath the road</li> </ul>	<ul style="list-style-type: none"> <li>• Only road to access many houses</li> <li>• Fishing</li> <li>• Walking/biking on road</li> <li>• Kayak launch at sandy areas</li> <li>• Beach</li> <li>• Dog-walking</li> <li>• Utilities (water and sewer) run beneath the road</li> </ul>

### 7. Fieldtrip

Suggested participants will see some very familiar places. But hope they will see them in new light. Asked participants to think about how different options may affect their use of Airport Rd. and G Street? Each stop has representative options from most engineered/structured, down to least structured/greenest option. There is a handout listing each option and space for taking notes.

- **Seawalls:** Stabilize and protect, but depends on how well built and details like depth and height. Drawback is they reflect rather than absorb wave energy. Eventually leads to more erosion/integrity issues. Can impact biological benefits.
- **Rip rap:** Local mined limestone rubble. Used as a less technical option. Absorbs some wave energy, but there is a limit.
- **Nourishment:** Bring sand in perhaps even to regain some elevation. Not a permanent solution. In Cedar Key, \$1 K spent a year to renourish the swimming beach at the marina. This was part of a DEP replenishment program. They did some limited plantings to stabilize, and leave wrack for that purpose as well. Mark noted groins/jetties constructed with wood, stone, or concrete may keep sand from traveling too far away and closing off canals, etc.
- **Vegetation options:** Natural shoreline vegetation helps lock up sand and trap new material. Sills and breakwaters can help hold elevation and shore up vegetation while it is getting established. Some of the onshore breakwaters will not be there permanently, but will be present 2-3 years until vegetation takes hold. Joe Rains project is comparing success with and without on shore breakwaters. May expect some area nearby may retain some sandy make-up but no guarantee. Some concern about accessibility and walkability. Would all remain legal to access



but perhaps not easy to access. Also suggested mangroves could certainly move into the area if no hard freezes are present.

Additional field trip points of conversation:

- Some questions regarding managing mangroves. Can cut yourself if between 6-10 feet? Any higher and must be certified? Also can remove seeds, but not anything that becomes rooted. Need some clarification on these points.
- How would funding perhaps work? For Joe Rains Beach, funding is combination of city, homeowners in project area and near the canal. Could be lower cost when paired with other projects.
- Memory of project before that never came to fruition. City was given money by DEP for a project where consensus was never reached among stakeholders. Sue suggested there currently is a perfect storm of conditions that may make this more successful. But they suggest they are trying to make the process a more successful one this time through. However it is up to stakeholders to work at reaching consensus.

## 8. Post-field trip debrief:

**Themes in the discussion during the fieldtrip:**

- Mangroves seem to be a source of concern/fear. Lot of discussion about mangroves vs salt marsh vs sand. No mangroves on city beach. Maybe same effect there. Is fear unwarranted?
- Barriers - too much versus moderate - wall might be a negative (not enough access, deflects but doesn't absorb energy. Might not be as solid a long term decision)
- Energy absorption of the structure
- Concerns about maintaining the view for residents and tourism
- Not all about these specific places. What you do impacts other locations, downstream or beyond.
- Erosion is happening, needs to be dealt with, impact will happen regardless
- Time and money - who are partners and who pays? (Landowners? Public? People using that infrastructure? Tourists?)
- Previous efforts were not so successful - how can this process go better?
- Synergies - possibilities of combining projects
- Conflicting information about management regarding mangroves - must clarify
- What has been tried at G Street and Airport Road before? Nothing done at G street before. On Airport Road, County put concrete on edge. However planning was done for G street. Didn't get to implementation. Need commitment to getting a consensus.

**Highlighting Pros and Cons of the different options:**

Remember John and Wendy-Lin have no vested interests and are there to be objective parties. John also suggested the definition for consensus here can be confusing. Often people think it means that everyone is on board and happy. But consensus usually means that the result is something that most will like, and those who don't like it as much will at least not block that action.

## 9. Go through each option for G street:

1. **Seawall/bulkhead** - **Pros:** Better access than riprap for fishing; Infrastructure protection. **Cons:** Inhibit access? Liability problems; Issue to get equipment through, though we can make accommodations; Height - needs to be tall enough to deal with overflow; May not protect what's under the road; Habitat impact, very expensive. Questions and notes: Can it be submerged below ground? Where are pipes? G street has small sloped concrete sea wall/ramp already.

2. **Rip/rap** - **Pros:** Protected 1<sup>st</sup> street already for quite some time. Could be smoothed over to make it significantly more accessible. **Cons:** Issue with accessibility; Unsightly; Dangerous; Removes access; Reason for initial erosion?

3. **Beach nourishment with stabilization** - **Pros:** Sand which is a desirable feature; Access for swimming. **Cons:** Issues with boat lifts?

4. **Nourishment** - **Pros:** sand; success for swimming. **Cons:** Not long term stable solution.

5. **Vegetation + breakwater** (more offshore than edge/sill. Gap needed to let tide in and out. Probably height of mean high water tops to oyster bar height) - **Pros:** Easier to paddle around than sills. **Cons:** concerns of mangroves?

5. **Vegetation + edge/sill** - **Cons:** May be not effective enough now; harder for kayak/boating access; concern about mangroves.

6. **Vegetation Plantings** - **Pros:** **Cons:** Too high energy an area to maintain; May not prevent flooding; May greatly impact views; May not be very walkable.

Additional notes:

- High traffic and sandy areas may mean mangroves don't really come in. Seeds less likely to establish in these locations. Less disturbance and more vegetated means more likely will get mangroves.
- Perception of an option in the middle. If jetties are walkable, then might allow people to fish. Jetties can only go so far due to boat lifts.

Marina/Parking Lot (extraneous ideas):

- Combo of vegetation and submerged sea wall
- Submerged sea wall
- "Bowl" sea wall
- Raise road 6" at certain points – will prevent most of the "sunny day" flooding
- Clarify what is relevant for "day-to-day" issue vs. the big storm event

## 10. Same exercise for Airport Road:

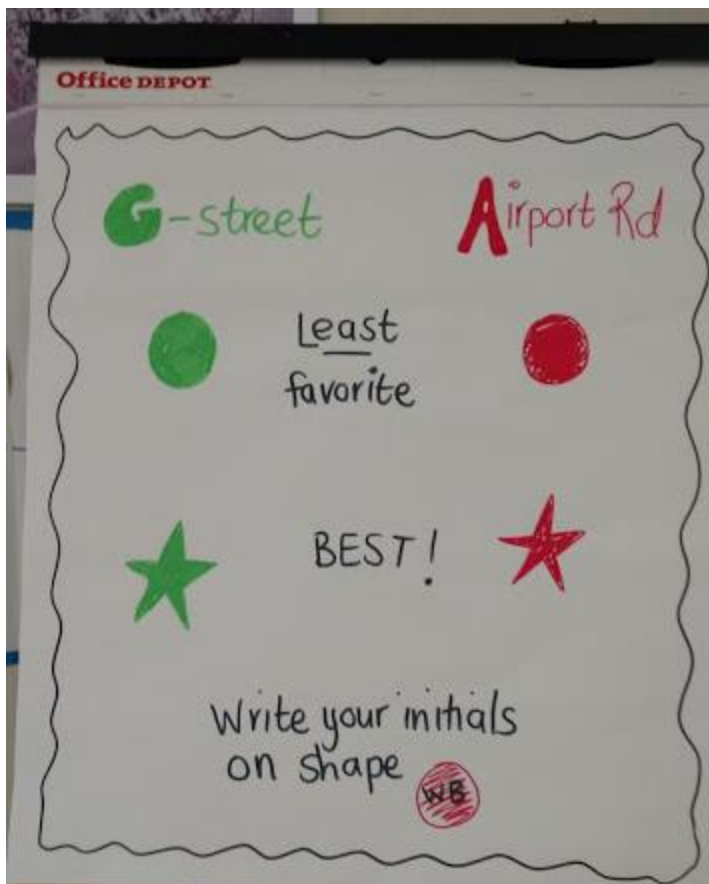
Asked participants to talk in pairs to identify if this is same for airport road.

Some differences identified for this location:

- Airport road has a lot of length, hit a lot harder by wave energy. Suggested that G street gets a glancing blow from wave activity while Airport Road gets it more dead on.
- Riprap will protect road more. Does riprap affect dock building? Just build over riprap.
- Do riprap and breakwaters create problems elsewhere when used as solutions? Like for the small beach on the corner?
- Perception protection of road quite important.
- People do use beach, but view not as important as G street.
- Biggest concern is protecting road, but not willing to lose beach.

**Some take-aways regarding stakeholder interests:** People want access to sand, protection from things being washed away, keeping flooding from flooding infrastructure, access to fishing, keeping views

### 11. Visual Exercise to Identify Desirable Options (sticker exercise):



#### Some interesting patterns:

- Seawall and vegetation plantings not popular
- Beach nourishment also not popular
- Rip rap not popular
- Beach nourishment marginal
- Lots of stars for vegetation + Breakwater
- Lots of stars for beach nourishment with stabilization
- Seawall is illegal in the city but not the county - but also applauded county commissioner for coming to the meeting

*The following patterns were visually captured in the following photos:*

### SEAWALL OR BULKHEAD

- Construction of wall at interface of water and land
- Erosion is accelerated downstream and at toe of wall, erosion is halted landward of wall



### Seawall / Bulkhead

- ⊕ infrastructure protection
  - ⊕ Public access ⊕ fishing
  - ⊖ Kyak launch / liability
  - ⊖ ramp / steps
  - ? Flooding Protection
  - ⊖ habitat \*
- Green Street + Airport Rd

### RIPRAP REVETMENT

- Placement of large boulders along shoreline
- Erosion is halted, no accretion possible



### Rip Rap

- unsightly view ↓
- new access ↓
- 1 green star
- 10 green stars
- (protected 1st street) - access can be safe
- Protect Rd - force! → dock building?
- with access / steps
- 3 red dots
- 7 red stars

### BEACH NOURISHMENT with STABILIZATION

- Stabilizing sand with one or more control structures perpendicular to shoreline
- Reduction in coastal erosion downstream from structure



### Beach nourishment with stabilization

- (with plantings?) ⊖ (Breakwater)
- Swimming ⊕
- (with jetty ↑ fishing recreation)
- 15 green stars
- ⊕ Keep Beach + Road
- 14 red stars

### BEACH NOURISHMENT

- Adding sand from an outside source to an eroded shoreline to restore dry beach
- No change in coastal erosional processes



### Beach Nourishment

- No mangrove establishment ⊕
- Swimming ⊕

### VEGETATION + BREAKWATER

- Planting native marsh grass and adding a larger offshore structure of oyster/rock to halt/reverse erosion
- Erosional processes are slowed or reversed



### Vegetation + Breakwater

- 14 green stars
- 12 red stars
- Microsites for mangrove recruiting →
- Easier to paddle around (kyak)
- view
- access
- More feasible \*
- already some veg

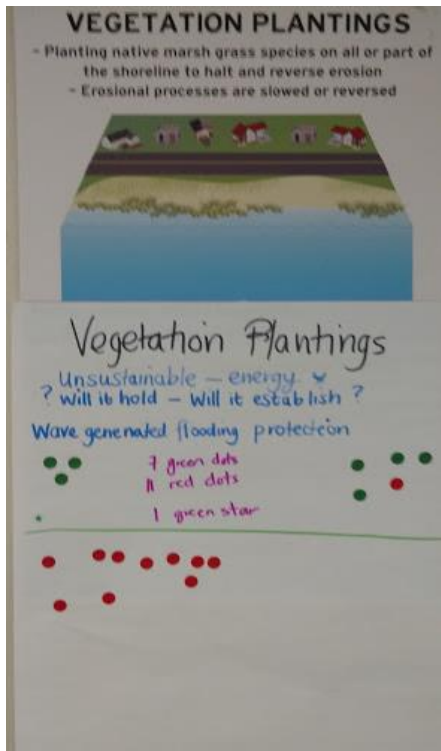
### VEGETATION + EDGE/SILL

- Planting native marsh grass with an edge or sill (small wavebreak) of oyster or rock to halt and reverse erosion
- Erosional processes are slowed or reversed



### Vegetation + Edge / Sill

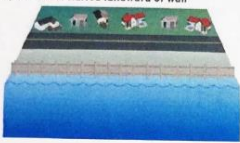
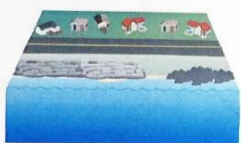
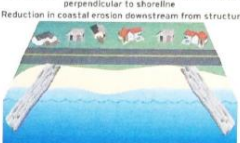
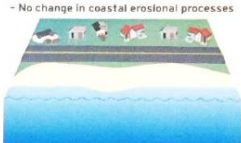
- Too far gone? Will it hold? ←
- \*

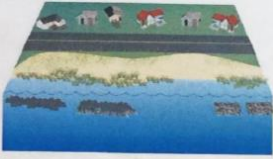

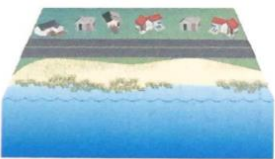


## 12. What happens next?:

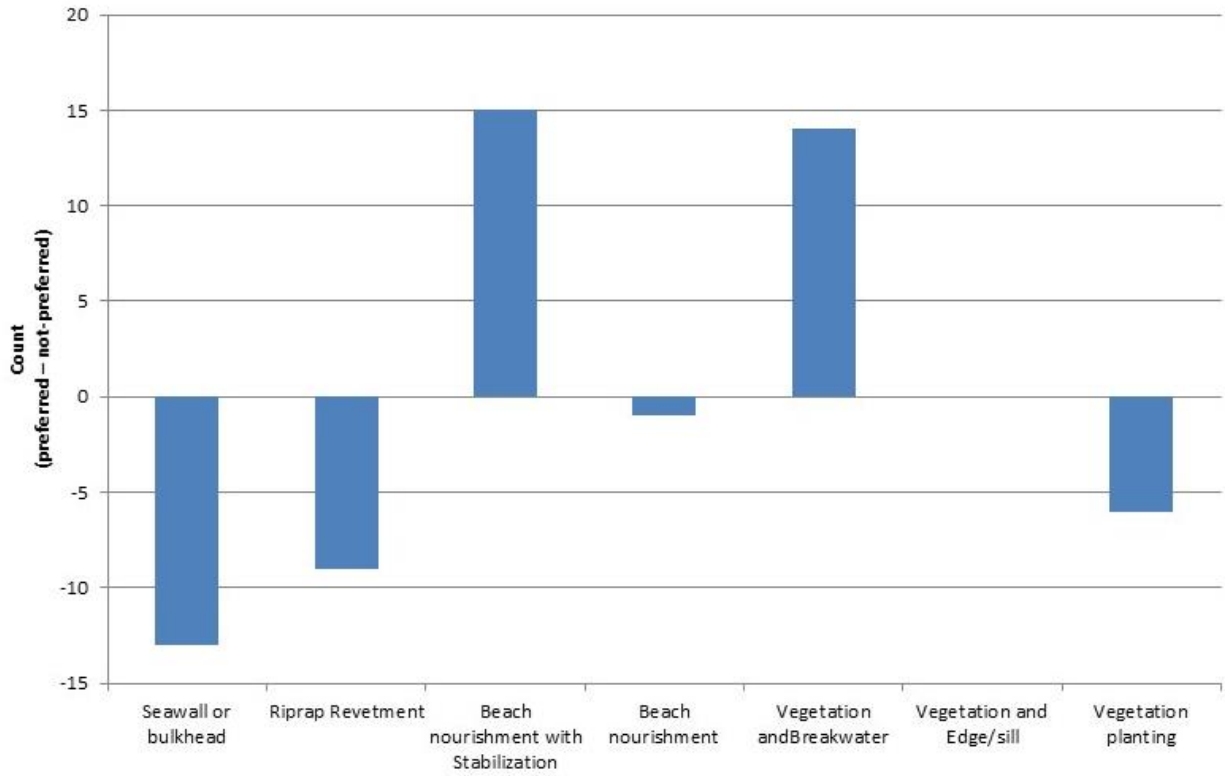
- Re-iterate next steps - narrow options
- Savanna wanted to acknowledge the funding source for this process. Suwannee Water Management District - DEP coastal management program - paying for the process.
- More meetings
- This is a single visioning for G street and Airport
- Next meetings will be split. The first will be draft options for G street originating from the engineer they're working with. Airport Rd meeting will come after that.
- Dates not yet scheduled. Likely to be more towards summer so engineer is able to come up with ideas
- Come to both if joint stakeholders, and invite others/recruit neighbors who might have interest
- Does anyone feel like someone is missing from the room?
  - Historical Society
  - More airport road residents
  - More city commissioners
  - Someone who knows laws about roads and the like - answer legal ?s
  - How do we involve out of towners?
  - Might send them material so they see what we did here, so they can assess now rather than later
  - Get people's emails - really simplifies things. If they don't like e-mail, help as a point person
- Closing question - airport bridge. Can that be tied to bridge project. Probably not. DOT do not often like to engage in these conversations.

### 13. Voting Results Summary

	<b>SEAWALL OR BULKHEAD</b> - Construction of wall at interface of water and land - Erosion is accelerated downstream and at toe of wall, erosion is halted landward of wall 	<b>RIPRAP REVETMENT</b> - Placement of large boulders along shoreline - Erosion is halted, no accretion possible 	<b>BEACH NOURISHMENT with STABILIZATION</b> - Stabilizing sand with one or more control structures perpendicular to shoreline - Reduction in coastal erosion downstream from structure 	<b>BEACH NOURISHMENT</b> - Adding sand from an outside source to an eroded shoreline to restore dry beach - No change in coastal erosional processes 
G Street	Notes: NO 14 YES 1	Notes: NO 10 YES 1	Notes: NO 0 YES 15	Notes: NO 4 YES 3
Airport Rd.	NO 13 YES 1	NO 3 YES 7	NO 0 YES 14	NO 6 YES 1

	<b>VEGETATION + BREAKWATER</b> - Planting native marsh grass and adding a larger offshore structure of oyster/rock to halt/reverse erosion - Erosional processes are slowed or reversed 	<b>VEGETATION + EDGE/SILL</b> - Planting native marsh grass with an edge or sill (small wavebreak) of oyster or rock to halt and reverse erosion - Erosional processes are slowed or reversed 	<b>VEGETATION PLANTINGS</b> - Planting native marsh grass species on all or part of the shoreline to halt and reverse erosion - Erosional processes are slowed or reversed 
G Street	Notes: NO 0 YES 14	Notes: NO 3 YES 3	Notes: NO 7 YES 1
Airport Rd.	NO 0 YES 12	NO 5 YES 4	NO 11 YES 0

### G-Street Feedback



### Airport Road Feedback

