



# The Town of Fenwick Island

800 Coastal Highway, Fenwick Island, DE 19944-4409

302-539-3011 ~ 302-539-1305 fax

[www.fenwickisland.delaware.gov](http://www.fenwickisland.delaware.gov)

## DRAFT

DREDGING COMMITTEE

April 27, 2022 10:00AM

MEETING MINUTES

MEETING HELD VIA HYBRID METHOD

### COMMITTEE MEMBERS IN ATTENDANCE:

J. Pyne, G. Murphy, W. Rymer at Town Hall

S. Magdeburger, J. Armstrong – via zoom

### OUTSIDE CONSULTANTS (via zoom):

S. Bagnall – Anchor QEA Engineering

### ALSO IN ATTENDANCE (in person or via zoom):

Several residents and members of town council in-person and via zoom

Rymer called the meeting to order at 10:00 am

A **MOTION** was made by Rymer and seconded by Jack Armstrong to approve the minutes from the March 18<sup>th</sup> meeting.

**MOTION passed unanimously.**

Rymer provided the following updates:

- Seatowne holding a community-wide education meeting within the next two weeks and then community-wide vote at the end of May. Still supportive and would like their efforts to be successful. If Seal Island is not a feasible option, Seatowne becomes #1 option.
- Received official response from SHPO that supports our conclusions regarding efforts surrounding the metallic anomaly identified during the Archaeological Survey and investigative work. No further work required except alerting the construction team to be aware of location during dredging process.
- Filed \$350,000 grant request with the state of Delaware as part of the 2023 State Bond Bill. Representative Gray was very helpful during the filing process and will support our request during state-level review. Should know more by middle of July.
- Filed \$100,000 grant request with National Fish and Wildlife Federation. Very competitive grant process and unlikely to receive approval but worth the attempt. If we receive an initial approval, there will be a second, more rigorous round prior to final grant approval. Funds would not be available until early 2023.



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Discussion then focused on the recent Joint Permitting Process (JPP) meeting which was held on April 21. Murphy, Rymer and Armstrong attended along with Bagnull and Ram Mohan from Anchor QEA. 15-minute presentation to the key regulatory agencies and then a 45-minute Q&A during which the agencies highlight issues for Fenwick to focus on as part of the actual permit application. Key items from the JPP meeting:

- USACE appreciated our statement of “need and purpose” which does a good job defining and limiting what should be viewed as viable alternative site options
- Discussion around the importance of perimeter materials (hard/rocks vs geobags and softer, nature-based solutions). Will be determined by engineering efforts and erosion models. If a significant amount of rocks is necessary, the project may become cost prohibitive. Perimeter materials and engineering design must be created to support a specific goal related to “sediment retention” (i.e. 90% of sediment retention after 2 years)
- Need to create a hydro-dynamic model to estimate future channel maintenance dredging. Follow-up discussion with DNREC-Wetlands Division will be done to further investigate the need for a pre-construction model vs. post-construction monitoring. Current channels have existed for more than 50 years and never been dredged before. Town not willing to commit/guarantee future dredging regardless of model’s results. Combination of timing, need and financial resources available will be primary factors in determining future maintenance dredging. Follow-up discussion will occur prior to permitting process or spending money towards a hydro-dynamic model.
- Need to highlight our proposed Cell Approach to Seal Island. Current estimated volume of 19,000 cubic yards will support only a partial restoration of the original island. Will work with DNREC and USACE on design and vision for future beneficial-use projects for Seal Island (DNREC and/or Fenwick Island).
- Seal Island currently designated as a state regulated wetlands/marsh. Additional paperwork and assessments will be needed during permitting process. Will also have to ensure that design will be consistent with elevation limitations for regulated wetlands (estimate at no more than 2 feet above Mean Higher High-Water levels).
- Anticipate multiple discussions with DE Parks (owner of Seal Island) regarding co-permittees and entire project. Important partner to process. DE Parks remains supportive and interested in the project. Also mentioned the opportunity to use other DE Parks locations if Seal Island is not the best option (i.e. Kayak launch just north of Fenwick Island).

After the JPP meeting discussion, the committee discussed the impact of utilizing Mean Low Water vs. Mean Lower Low Water. Current design is based on dredging to a dept of Minus 4 feet Mean Low Water. Murphy mentioned that all water depth charts in the area are based on MLLW and we should use that as the target. Consider changing to Minus 4 feet Mean Lower Low Water. Possibly increase depth by 2-4 inches. Further research needed and will be discussed in the future. Also discussed channel width (proposed 35-40 feet) and while everyone would appreciate wider and deeper, the proposed channels will meet our goals of providing safer navigation for our recreational boaters.



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Magdeburger discussed his experiences as an owner of one of the largest boats in Fenwick which has a draft of less than three feet and is approx. 10 feet wide.

Requested the following items from Anchor QEA in advance of our next meeting:

- Estimated construction costs for Seal Island (range will vary based on perimeter materials)
- Fee proposal for Placement site investigation, Engineering designs (60%) for Seal Island, Permit support and Alternative Site analysis.
- Also discussed the need for a detailed Gantt chart/timetable (not necessary for next meeting but possible?)

Discussed the need to create an internal Fundraising Team to focus on grant-writing and identifying external funds.

### **PUBLIC PARTICIPATION**

Richard Benn felt that the proposed channel widths and depths are more than reasonable based on his extensive boating experience. One of his largest boats was 60 feet long and had a draft of approx. 4 feet. While it would fit in the proposed channels, the boat would not fit under the Rte. 54 bridge (that size boat is inappropriate for Little Assawoman Bay). He also felt it was important to maintain a reasonable and achievable total project cost given the level of public funding and finance support from Fenwick residents.

Natalie Magdeburger expressed her appreciation for the committee's efforts especially those of the Seal Island sub-committee. She also mentioned the importance of the town's work on the 10-year Comprehensive Plan which will incorporate the goals/vision of the Dredging Committee which will help in requests within the state of Delaware for additional funding.

Vicki Carmean expressed her appreciation for the committee's efforts.

There were no other public comments.

The committee's next meeting will be scheduled at a later date.

### **ADJOURNMENT:**

A **MOTION** was made by Rymer and seconded by Pyne to adjourn the meeting at 11:58am.

**MOTION passed unanimously.**