

# Town Study Supports T-Head Plan

**Melissa Reid**  
Staff Writer

Stay the course is the word from Coastal Planning and Engineering when it comes to the T-head vs. permeable groin debate on Longboat Key.

The firm that is in charge of planning and implementing Longboat Key's beach renourishment project, as well as the groins at the Islander Club and the north-end beach, recommends that the Town does not need to revise the design from solid T-head groins to permeable groins because results from the Town's \$40,000 sand erosion and groin performance study, the Delft 3D study, suggest that it would not be necessary to allow sand to bypass within groin compartments, because there is enough movement of sand around (seaward of) the T-groins.

## Future Plans

Coastal Planning and Engineering, based on the results of the study, also recommends that the Town authorize the last phase of the modeling to identify a beach nourishment design that would address the impacts predicted by the model; to place overfill sand in areas that may experience more sand loss as a result of the groins.

The Delft 3D model was designed to predict what will happen under certain wave and wind conditions, and deter-

mine whether there will be any adverse effects on the surrounding beaches. The modeling device belongs to a company in Holland and uses three dimensional computer imaging to show the possible effects the proposed T-groins would have on the beach in front of the Islander Condominiums. The Delft 3D integrates the effects of waves, currents and sediment transport on the beaches.

The Delft 3D modeling displayed shoreline changes between one, four and eight years after the T-groins are installed. The researchers also performed the modeling on designs of five T-groins and six T-groins and compared them to the shoreline if it received no groins.

According to the Delft 3D study, the beach between the Longboat Key Beach Club and Seaplace will erode from six to 16 feet after eight years. The maximum shoreline retreat is between Seaplace and the Aquarius Club where beach loss is estimated to be approximately 36 feet for both the five T-head groin design and the six T-head groin design. Within the groin field, the modeling found there will be stable beaches.

These areas that would experience sand loss as a result of the T-head groins being placed, are where CPE recommends placing overfill in the amount of sand loss each particular area would experience after the eight year model.

Thomas Campbell, president of Coastal Planning and Engineering said, "We recommend the Town run the last phase of the Delft 3D model with the additional amount of sand that each area experiencing sand loss incurred after eight years. If we run the model with the additional fill to compensate for the loss of sand, and it shows an acceptable amount of maintained shoreline, then we recommend the Town move forward with the permitting for the six (but will only be five T-head solid groins.)"

According to Campbell, the Town beaches have enough sand from the current renourishment project at this time to be able to absorb any loss of sand that may happen after the T-groin installation for up to about four years.

"Right now they (the beaches) have plenty of advance fill in those areas. If they build the groins within the next year they would not need to add sand for a few years," said Campbell.

The results of the Delft 3D modeling have already been received by commissioners and will be further explained by representatives from CPE at the April 3 meeting. This modeling process was used to evaluate whether placing the recommended T-head groins at the Islander will be effective, and if they will be detrimental to adjacent beaches causing more erosion.

## Lawsuit Insurance

Mayor Joan Webster has likened the modeling as a type of insurance policy for the Town's decision to place the T-groins at the Islander. The scientific modeling would offer substantiated evidence that the Town thoroughly investigated the possible outcome of the proposed T-head groins, in the event that any businesses were to be adversely affected by the T-groins, and pursued litigation.

So far, The Colony Beach and Tennis Resort Chairman Dr. Murf Klauber has voiced his disagreement with the Town's decision to place T-groins in front of the Islander. He believes that this will cause erosion on adjacent beaches, including his. Klauber believes permeable groins are the solution, such as the one at The Colony, and may pursue litigation if the Town places the T-groins. He has also organized a group of condominium owners and managers who disagree with the Town's placement of T-groins, as their beaches may adversely be affected.

Most recently, Klauber held a meeting with the condominium owners and Brett Moore of Humiston and Moore Engineering, and Kathleen Tignor of the Tignor Group, engineering firms that both stated at the meeting that permeable groins would be the best option for erosion at the Islander.

# Storm Debris May Head to Sarasota County

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Staff Writer

Sarasota County may be receiving some of Longboat Key's hurricane debris, and not just from loose lumber blowing across the bay. Town Manager Bruce St. Denis presented an interlocal agreement to commissioners at Thursday's workshop that would allow the Town of Longboat Key to place its storm debris after a hurricane in Sarasota County's debris management sites. Sarasota County has a program in which the county would take the responsibility in handling debris disposal for both the county and the cities.

St. Denis has been working with commissioners in recent months to come up with a plan for purchasing land on Longboat Key to use for debris management. The idea has so far been cost prohibitive, with estimates for purchasing the necessary amount of land at around \$20 million. Some commissioners have suggested utilizing the proposed debris management sites as 'green space' to be used in non-emergencies as parks and recreational areas.

For now, however, the Town will have to determine if it will be amenable to the interlocal agreement with Sarasota County. St. Denis stated that he believes



*As a temporary measure, the Town is hoping to secure an arrangement to send hurricane debris to Sarasota.*

this is a good "short-term solution," but that the Town needs a long-term solution as well, such as purchasing its own land for debris management. St. Denis listed the following concerns about the interlocal agreement for commissioners at the meeting:

1. It assumes we will be able to get from Longboat Key to the point of disposal. St.

Denis is relatively confident that both the Ringling and New Pass bridges will be operational after most storm events. He believes the weak links are the two small bridges located east of the Sarasota Yacht Club and the small bridge just south of St. Armands.

2. If the county starts to experience problems from the standpoint of either

operations or record-keeping, it is possible that the county will discontinue the operation either during that storm or from that point on. This would leave the Town without an option.

3. The plan requires all communities to share proportionately in the cost of any environmental mitigation that needs to be done as a result of the debris handling. Longboat Key's likelihood of introducing pollutants is relatively small because we are primarily a residential community. Through this agreement we will be asked to share the cleanup cost for communities that have industrial or commercial debris from operations such as dry cleaning companies.

Following a declaration of a State of Emergency by the County and/or State, Sarasota County will accept disaster debris from the Town. The Town would be responsible for the delivery of the debris material to the County's debris site, and then reimburse the County's contractor for the processing and disposal. The Town would be required to obtain Federal Emergency Management Association (FEMA) reimbursement on its own, as well as pay for its pro rata share of any environmental clean up costs.

# Town Seeks Reader-Friendly Advertising for Agenda Items

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The Town of Longboat Key's Advertising may receive some tweaking. At a regular commission meeting on Feb. 6, Commissioner Lee Rothenberg noted that residents have a difficult time understanding the advertisements that the Town is required to publish in local newspapers. These advertisements explain the agenda items to be discussed at the upcoming Commission meetings and workshops. Town Manager Bruce St. Denis said, "It's (the advertisements) for the public, and it was decided that the advertisements may

not be so clear, and perhaps they should not be printed in the legal-eze."

Currently, St. Denis and his assistant, Susan Ammonds write the agenda packets and would consequently be the individuals who would write the advertisements as well. Although St. Denis noted that for land-use issues, the writers would be generated by Town staff or the planning board.

The decision is now in the hands of the commissioners and whether they would like to proceed with publishing the new reader-friendly advertisements, or stay with the more legal type of descriptions.

State law requires that the Town publish upcoming Commission agendas in local newspapers. The standards for advertisements as per statutory requirements for ordinances are:

## Land use (more than 10 acres)

- For first reading, the ad must run at least seven days prior to public hearing
- For second reading, the ad must run at least five days prior to public hearing

## Land use (less than 10 acres)

- For second reading we advertise 10 days prior to the public hearing

## Non-Land use

- Only advertise 10 days prior to the second reading/Public Hearing

According to a letter from Town Attorney David Persson, "The information for the ads would simply be taken from that which you (town manager) currently provide the Town Commission as well as a short note from Planning and Zoning (Department) when it's quasi-judicial in nature."