

# BURK-KLEINPETER, INC.

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ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

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PRESIDENT  
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REGIONAL VICE PRESIDENT - AL  
O. JEFFREY WOOD, PE

VICE PRESIDENT  
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November 22, 2016

Mississippi Dept of Marine Resources  
**PERMITTING**

NOV 22 2016

**RECEIVED**

Ms. Jennifer Wittmann  
Wetlands Permitting Deputy Director  
Office of Coastal Resources Management  
Mississippi Department of Marine Resources  
1141 Bayview Avenue  
Biloxi, Mississippi 39530

RE: Disposition of Comments from Request for Review of Application  
Dredging Improvements to Biloxi Waters  
DMR-060766 (Canaan Fishing Pier)  
DMR-060768 (Point Cadet Marina)  
DMR-140114 (Goose Point)  
DMR-140200 (Hiller Park Boat Ramp)  
DMR-170041 (Mercedes Drive)  
DMR-170043 (Holly Hills)  
DMR-170044 (Sunrise)

Jennifer,

The following comments were received in response to the Request for Review of Application from the Mississippi Department of Marine Resources dated August 3, 2016. Burk-Kleinpeter, Inc. (BKI) has reviewed these comments with the City of Biloxi and offers the following response:

- I. PHASE A – POINT CADET MARINA (DMR-060768)
  - A. No public comments were submitted for this site.
- II. PHASE B – CANAAN FISHING PIER (DMR-060766)
  - A. No public comments were submitted for this site.
- III. PHASE C – HILLER PARK BOAT RAMP (DMR-140200)
  - A. In response to the comments received from [REDACTED] on October 5, 2016, BKI respectfully offers the following:
    - I. *Attached is a package that explains efforts I undertook beginning in the spring of 2010. You can see by your own aerial photograph how many residents are adversely impacted by the silt accumulation in the area. This area should have been included particularly since I worked with DMR when the Federal program was viable. Although this area was eventually included, nothing was done because, as I understand it, the current administration in Washington seized the money for other projects even after everything was approved.*





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*This area should have been included. We would respectfully request that it be included now because it is the same type of area where residents and boat owners have complained for years that they want to see the silt removed as stated by Mayor Gilich in the attachment to the Bmail.*

*Please let me have your response that the project will be expanded to include dredging work along the shore just off Bayou LaPorte Drive and that it will include the reopening of the cut on the western end so that the flow-through will allow the channel to stay useable naturally.*

- a) It is the City's intention to include these areas in a future phase contingent upon the results of additional topographic and submerged aquatic vegetation (SAV) surveys.

#### IV. PHASE D – MERCEDES DRIVE (DMR-170041)

- A. In response to the comments received from the [REDACTED] on September 6, 2016, BKI respectfully offers the following:

- 1. In reference to your letter dated August 3, 2016 addressed to the subject project's Adjacent Landowners, we would like to bring to your attention that in addition to the areas already shown on the permit drawings titled "Plan and Profile Site D – Mercedes Drive", we have attached a drawing "DWG-01 Back Bay – Additional Dredging" to illustrate further dredging needs to provide better access to the Mercedes Drive boat launch and to allow access for the Lake Villa neighborhood waterfront property owners along the Main Canal and the Christi Lane Canal.*

*The current plan only includes dredging within the Walda Drive Canal and along a non-critical portion of the northern end of the Main Canal. The current plan does not include dredging adjacent to the Mercedes Drive boat launch and does not include other critical areas where water is non-existent at times due to sedimentation from various sources. Waterfront property owners in the area shown on DWG-01 currently have limited access to their property by boat.*

*In order to accomplish the scope of work described in the permit application, the area shown on the attached drawing needs to be included in the subject dredging project (initial and maintenance) due to the current unnavigable depth caused by sedimentation from the main navigation channel traffic, Hurricane Katrina sedimentation, and the Christi Lane Canal runoff. We would prefer the same dredging depth and width limitations as shown on the permit drawings, for the subject project, to restore the additional dredging area to the original depth.*

*The above stated concerns are within the scope of work described in the permit application for DMR-170041. In order to utilize taxpayer dollars to their fullest extent, it is recommended that dredging in this area be completed concurrently to avoid unnecessary additional dredging equipment mobilization and demobilization costs.*

- a) It is the City's intention to include these areas in a future phase contingent upon the results of additional topographic and submerged aquatic vegetation (SAV) surveys.





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B. In response to the comments received from [REDACTED] on September 6, 2016, BKI respectfully offers the following:

1. *My wife and I have resided at this address since October 1992. We wholeheartedly support the granting of the permit to perform routine dredging of the canal adjacent to our property. We also support the request for 10-year maintenance dredging on an as needed basis as well as the approval of the request for 2-foot over-dredging on as needed basis.*

*In the nearly 24 years we have lived at this location no dredging or maintenance has been performed on the canals in this area. In the early years of our residence the canal was of sufficient depth that it was possible to shelter good sized boats during tropical events including our 36-foot trawler that was subsequently lost to Katrina. Over the years and due to a variety of factors, the canals have silted in and are impassable much of the time.*

*In the project description it is noted that the excavated materials will be moved to a DMR reuse site for rebuilding marshes. On northwest side of the Mercedes canal is a marsh area that we have observed to be deteriorating over our 24 years here. There are breaks and cuts that did not exist when we arrived. We would suggest that, if possible, restoring that marsh with the materials from our canals would be more efficient and cost effective than hauling them away and leaving the marsh to continue to decline.*

*We appreciate the opportunity to comment on this permit application and support the approval.*

a) **A portion of the area in question includes private property. Because this project is using public funding, this area is not eligible to be improved.**

C. In response to the comments received from [REDACTED] on October 4, 2016, BKI respectfully offers the following:

1. *My neighbor [REDACTED] said he was not sure that they are going to the end of the canal which extends approximately 40-50 feet into my property, which already has a dock that was accessible at one time by boat before it silted in, if not this would leave a silt bank that will just refill what has just been dredged and create a slope and we will return back to where we started, I hope this has been or will be addressed as the property would be accessible by water as designed, advertised and taxed as such once again.*

*Secondly, the current drainage runs along the back side of my property in the easement, but there is nothing to stop a large flow of water such as after a rain storm, from causing erosion along this area and also the silt from the neighborhood run off collects in this area before continuing down to the canal. There is a silt fence there that has collapsed and now the runoff is bypassing that area completely. To sum it up, there needs to be some plan for the future and continuing maintenance of this area after the dredging or we are back to square one.*

*Lastly, as stated by others, this was not considered wetlands until the canal silted in due to lack of maintenance and runoff from the new subdivisions in the area. The canal should be returned back to the way it was including accessibility to the property owners, main channel access and what we are taxed as. There also should be a continuing maintenance and storm water runoff assessment for all areas involved.*





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*I appreciate what the City of Biloxi is trying to do and the efforts of the DMR to satisfy all the residents within the current code and regulations we are under this day and age. Thank you, the City of Biloxi and DMR for allowing us to voice our opinions and concerns. We just want the area to be what it once was.*

- a) It is the City's intention to dredge the entire canal and restore it to navigable depths. The scope of this project is to perform maintenance dredging only. The drainage issues have been noted by the City, and the City intends to address these issues in a future project.

- D. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. I've been following this since 2002 and it's now 2016. When can we get started?*

- a) The City of Biloxi is working with the Mississippi Department of Marine Resources as well as the United States Army Corps of Engineers to coordinate all necessary permits for this work. The City intends to begin this project as soon as the permits and funding are in place.

- E. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. I submitted written comments. Wanted to reiterate. There's been no maintenance on these canals since I've lived there and I fully support getting them cleaned up.*

- a) The City of Biloxi is working with the Mississippi Department of Marine Resources as well as the United States Army Corps of Engineers to coordinate all necessary permits for this work. The City intends to begin this project as soon as the permits and funding are in place.

V. PHASE E – GOOSE POINT (DMR-140114)

- A. No public comments were submitted for this site.

VI. PHASE F – HOLLY HILLS (DMR-170043)

- A. Public comments have been received for this site. The City of Biloxi is in the process of addressing the comments.

VII. PHASE G – SUNRISE (DMR-170044)

- A. Public comments have been received for this site. The City of Biloxi is in the process of addressing the comments.





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VIII. GENERAL COMMENTS

A. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*I. Thank you for having this hearing. As you heard it's been a couple of decades or longer since anything has been done. I'm the councilman in Ward [REDACTED] I'm here not to speak for the city, but for the citizens who are concerned about access. We can also take some of this material and get some other projects done. One issue is that some of the canals have become narrow and shallow and there is now some vegetation. We urge the DMR to remember that until recently that was not the case and the access is why the people are paying waterfront taxes and that there are other places where the access to the water is prioritized. We need the width and the depth and we need this to be first-class.*

a) We appreciate your interest in this project. The City of Biloxi is working with the Mississippi Department of Marine Resources and the U.S. Army Corps of Engineers to coordinate all necessary permits for this work. The City intends to begin this project as soon as the permits and funding are in place.

If you have any questions or additional comments, please do not hesitate to call.

Sincerely,

**BURK-KLEINPETER, INC.**

Matthew C. Rogers, P.E.  
Associate





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APPENDIX A  
Submerged Aquatic Vegetation Survey





## BARRY A. VITTOR & ASSOCIATES, INC.

ENVIRONMENTAL RESEARCH & CONSULTING

8060 Cottage Hill Road

Mobile, Alabama 36695

Phone (251) 633-6100 Fax (251) 633-6738

September 1, 2016

Adam C. Jackson, EI  
Burk-Kleinpeter, Inc.  
2113 Government Street  
Building B, Suite B-1  
Ocean Springs, MS 39564

Subject: Submerged aquatic vegetation survey, Back Bay Biloxi

Dear Mr. Jackson,

Vittor & Associates conducted a survey for submerged aquatic vegetation (SAV) at eight locations in and near Back Bay, Biloxi, MS, on August 25 and 29, 2016. The survey was performed during morning and early afternoon hours, during high tide, using a 21-ft bay boat. Conditions were partly cloudy with low to moderate wind. Water clarity was visually assessed as fair, with approximately 1.5-ft subsurface visibility.

Hard copy maps provided by your office and onboard GPS were used to navigate to the survey locations. Field point locations were logged using a Trimble Pro XR differential GPS unit, following common GPS practices. A garden rake was used to sample the substratum and collect SAV, shell, detritus, and other debris. SAV species were identified through *in-situ* observation or hand collected and identified onboard. Depth (ft) was measured with a graded sounding pole.

The survey locations are shown in Figures 1 through 6, with the survey point locations indicating SAV presence or absence. A total of 167 field point locations were logged across the eight survey areas. A summary of the findings is presented in Table 1.

Site	Number of Points	SAV Present	Species <sup>1</sup>
Goosepoint	23	Yes	CD NG VN
Mercedes Canal	17	Yes	CD NG VN
Holly Hills	47	Yes	CD VN
Hiller Park Canal	22	No	
Sunrise	35	Yes	CD NG RM VN
Canaan Fishing Pier	9	No	
Point Cadet Marina	11	No	
Small Craft Harbor	3	No	

<sup>1</sup>Key: CD (*Ceratophyllum demersum*, coon's tail); NG (*Najas guadelupensis*, southern naiad); RM (*Ruppia maritima*, widgeon grass); VN (*Vallisneria neotropicalis*, wild celery)

Depth of SAV occurrence ranged from approximately 1 to 3 feet. Floating clumps of coon's tail occurred at some locations to depths of approximately 4 feet, particularly in the Holly Hills site. In most cases, SAV occurred in small clumps, immediately adjacent to or within a few feet of emergent fringing marshes. Scattered Rangia shells were found at several locations throughout the survey area. These locations are noted in the shapefile attributes for the field points. No live oysters were found.

A few relatively larger SAV beds were found at the Goosepoint, Mercedes Canal, and Sunrise sites. These areas are shown in Figures 7 through 9. The locations and sizes of the larger beds are approximations that were not field delineated. If necessary, Vittor & Associates can return to the field to precisely map these areas and if required mark their locations with PVC to aid in dredging avoidance.

Let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Thibaut". The signature is written in a cursive, flowing style.

Tim Thibaut  
Senior Program Manager



Figure 1. Field points at the Goosepoint and Mercedes Canal sites.



Figure 2. Field points at the Holly Hills and Sunrise sites.



Figure 3. Field points at the Hiller Park Canal site.

0 250 500 1,000 1,500 2,000 Feet



Figure 4. Field points at the Canaan Fishing Pier site.

0 100 200 400 600 800 Feet



Figure 5. Field points at the Point Cadet Marina site.



Figure 6. Field points at the Small Craft Harbor site.

0 100 200 400 600 800 Feet



Figure 7. Field points and larger SAV beds at the Goosepoint site.



Figure 8. Field points and larger SAV beds at the Mercedes Canal site.

0 100 200 400  
 Feet



Figure 9. Field points and larger SAV beds at the Sunrise site.

0 100 200 400 Feet



# PLAN AND PROFILE

## SITE D - MERCEDES DRIVE

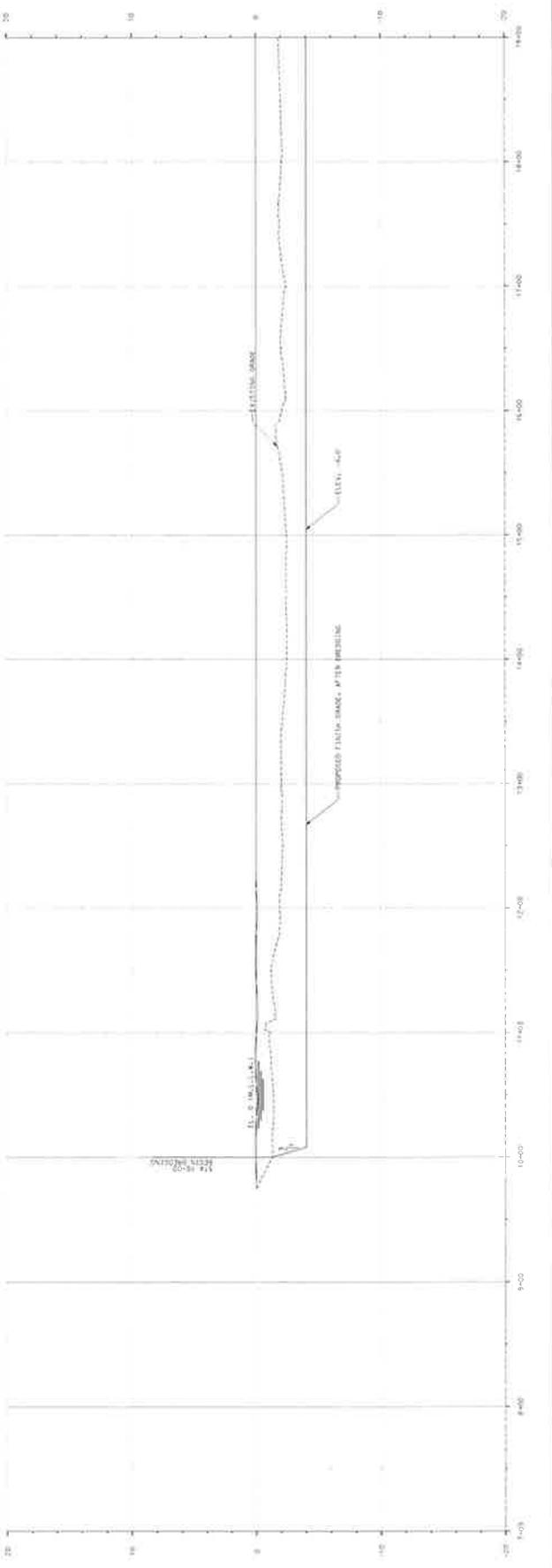
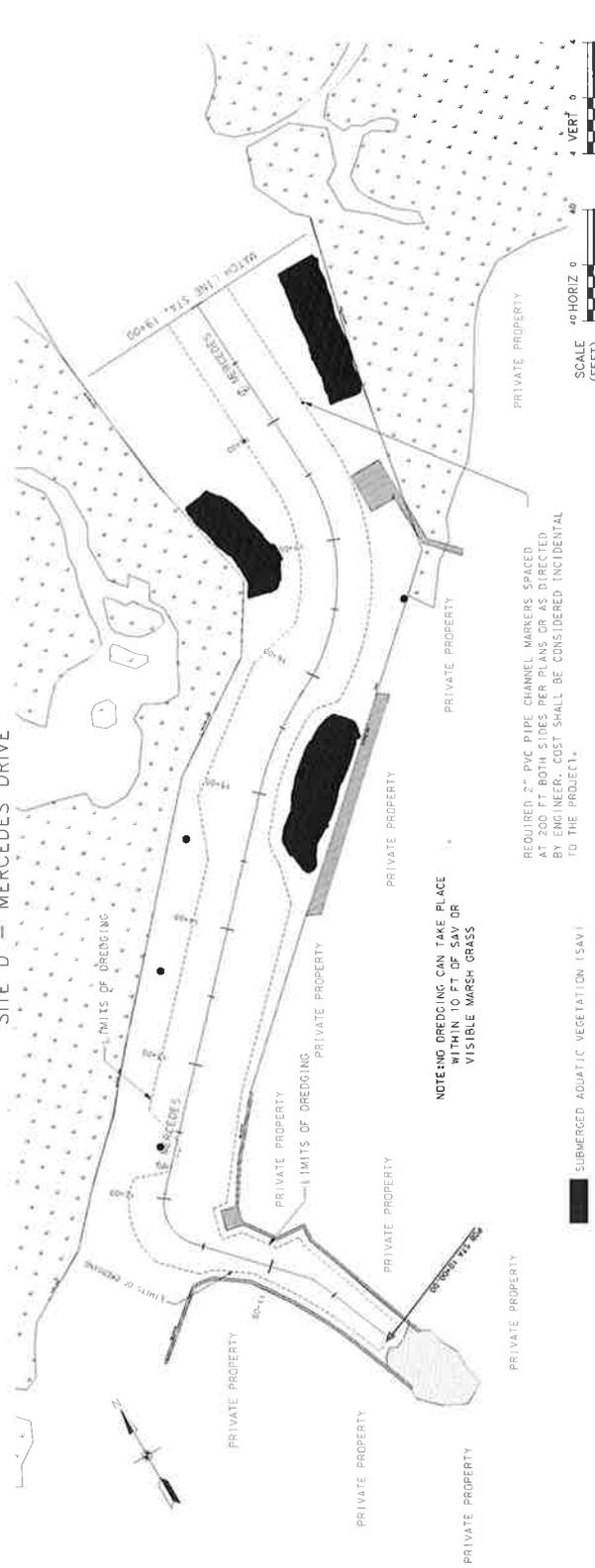
SHEET NUMBER 4

**BKI**  
**BURK-KLEINPETER, INC.**  
 ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
 4775 BROADWAY, SUITE 200  
 DENVER, COLORADO 80202  
 PHONE: (303) 733-1100 FAX: (303) 733-1102



DESIGNED A.C.J.  
 CHECKED M.C.R.  
 DATE JUNE 2016  
 PROJECT NUMBER 05.15.004  
 SCALE HORIZ 1" = 40'  
 VERT 1" = 4'  
 100% SUBMITTAL

PROJECT THE CITY OF BILOXI  
 DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE D  
 PLAN AND PROFILE  
 SHEET TITLE



CHAIRMAN OF THE BOARD  
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VICE PRESIDENT  
SCOTT A. HARDY, PE

November 28, 2016

Mississippi Dept of Marine Resources  
**PERMITTING**

NOV 28 2016

**RECEIVED**

Ms. Jennifer Wittmann  
Wetlands Permitting Deputy Director  
Office of Coastal Resources Management  
Mississippi Department of Marine Resources  
1141 Bayview Avenue  
Biloxi, Mississippi 39530

RE: Disposition of Comments from Request for Review of Application  
Dredging Improvements to Biloxi Waters  
DMR-140114 (Goose Point)  
DMR-170043 (Holly Hills)  
DMR-170044 (Sunrise)

Jennifer,

In response to our letter dated November 22, 2016, the following comments were received in response to the Request for Review of Application from the Mississippi Department of Marine Resources dated August 3, 2016. Burk-Kleinpeter, Inc. (BKI) has reviewed these comments with the City of Biloxi and offers the following response:

- I. PHASE E – GOOSE POINT (DMR-140114)
  - A. No public comments were submitted for this site.
  - B. Based on the information provided by Barry A. Vittor & Associates, there is submerged aquatic vegetation located within our project limits. Please see the attached revised plan and profile of the project limits. The modifications were minor and but it did reduce the estimated quantities by approximately 375 C.Y.
  
- II. PHASE F – HOLLY HILLS (DMR-170043)
  - A. In response to the comments received from [REDACTED] on August 8, 2016, BKI respectfully offers the following:
    1. *I am concerned that the project is stopping before it gets to this property.*
      - a) DMR regulations state that we are required to provide a 10-foot buffer adjacent to all submerged aquatic vegetation (SAV) and marshes. Based on the results of the SAV Survey provided by Barry A. Vittor & Associates, Inc., there is existing SAV at STA. 40+12. Since the existing channel is not wide enough to provide this buffer, the City will be unable to extend the project limits. Please see Appendix A for a copy of the SAV Survey.





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B. In response to the comments received from [REDACTED] on August 9, 2016, BKI respectfully offers the following:

1. *Why is it stopping there? Is it because of the derelict pier on the [REDACTED] property? If that is the case, we will remove it. We are willing to do anything necessary to have them reach to the end. By not going to the end it not only effects my property but, my neighbor to the south [REDACTED] and [REDACTED] to the west. We are no longer able to launch jet skis, boats have to park up the canal, because of the sediment. After Hurricane Katarina myself as well as other neighbors spent over \$4,000.00 to have trees removed out and from across the bayou.*

a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

C. In response to the comments received from [REDACTED] on August 10, 2016, BKI respectfully offers the following:

1. *I am writing about the planned dredging in our area of Biloxi. Our second home is at [REDACTED]. According to the plans and profile (Site F Holly Hills, #4) the dredging stops even before it gets to our bulkhead. We use to have plenty of water back behind our place. Our parents got a permit and had it dredged and it has filled back in from the construction and the drainage from the streets. Can you please look into this matter and help us be assured ours will be included in the dredging?*

a) DMR regulations state that we are required to provide a 10-foot buffer adjacent to all submerged aquatic vegetation (SAV) and marshes. Based on the results of the SAV Survey provided by Barry A. Vittor & Associates, Inc., there is existing SAV at STA. 10+25. Since the existing channel is not wide enough to provide this buffer, the City will be unable to extend the project limits. Please see Appendix A for a copy of the SAV Survey.

D. In response to the comments received from [REDACTED] on August 18, 2016, BKI respectfully offers the following:

1. *Lots #21-26 were overlooked by the recent dredging project. I, [REDACTED] owner of Lot # [REDACTED] am requesting to be included in the drainage project.*

a) The area in question was not included in this project because it is already as deep or deeper than the proposed dredging.

E. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

1. *[REDACTED] pointed to the map and showed proposed dredging areas on the map. The mouth of the channel is very shallow. I've tested it recently. I think if the channel is dredged, the mouth should be too b/c otherwise it would be pointless.*





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- a) The plans have two main channels that connect at the mouth of the Holly Hills project and allow access to all of the connecting bayous. The proposed channels extend out to a point in the bay that is deeper than the proposed 4 feet below M.L.L.W.
- F. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:
- 1. [REDACTED] *has lived there since 1995 and there's been no maintenance dredging since then. He's also concerned about how far out they're coming out. There is a large flat and sometimes boats have to wait for high tide to be able to get into the channel. We all pay taxes for waterfront and we'd like to be able to use the channels.*
    - a) The plans have two main channels that connect at the mouth of the Holly Hills project and allow access to all of the connecting bayous. The proposed channels extend out to a point in the bay that is deeper than the proposed 4 feet below M.L.L.W.
- G. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:
- 1. *I thought we were going to have someone explain what's going to happen. What's the bottom line? How far will you be dredging away from my bulkhead? If it's very close, there's a chance my bulkhead will fall in. I also have a boat slip. Will they be able to dredge into my slip at all because it's clogged up?*
    - a) The plans show that the contractor performing the dredging will be required to stay off any bulkhead a minimum of 5 FT. The City will not allow the contractor to dredge under any private boat slips or docks for liability reasons.
- H. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:
- 1. *My house is at the end of the canal. The current plan shows that it's about 200' short of the end of the canal. There are two others here who are also at the end. We'd like it to go all the way to the end.*
    - a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.
- I. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:
- 1. *I've lived there over 20 years and no maintenance, but lots of construction and silt coming into the canals. We still have an issue with sewer coming into the canals too. I know this is just about the dredging but I'm concerned about what will happen in the future. If we dredge now, what will we do 10 years from now? The silt will continue to come into the canals.*
    - a) The scope of this project is to perform maintenance dredging only. The drainage issues have been noted by the City, and the City intends to address these issues in a future project. The





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permit request is for 10 year maintenance, giving the City the ability to perform maintenance dredging during the 10 years if the canal silts back in.

J. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. There's a storm drain between us and our neighbor; lots of stormwater runoff. We've already filled in 2-3 feet since the streets were built. Have they taken that into consideration? Maybe go a bit deeper than they've planned so far at least where the storm drains are b/c more silt will come in there.*

a) The scope of this project is to perform maintenance dredging only. The drainage issues have been noted by the City, and the City intends to address these issues in a future project. The permit request is for 10 year maintenance, giving the City the ability to perform maintenance dredging during the 10 years if the canal silts back in.

K. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. The canal has filled in since the construction of the streets. The dredging is stopping before it gets to our house. We want it to go as far as our house and our neighbors also want the dredging that far. It's not wetlands, even if they say it is. I think some dirt went over to the other side when my daddy had dredging done and that's where vegetation has grown.*

a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

L. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. The map shows that the dredging stops at my neighbor and I'd like to know if they're going to dredge the whole canal.*

a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

M. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*1. I'm also concerned with where they are stopping the dredging and would like to know if they can dredge by our pier.*

a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.





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III. PHASE G – SUNRISE (DMR-170044)

A. In response to the comments received from [REDACTED] on August 5, 2016, BKI respectfully offers the following:

*I. I just received an envelope with information regarding dredging in my neighborhood. I have several concerns and questions that I would like answered. I have looked at proposed dredge layout and find it awful funny that the dredging will stop at [REDACTED] house. My property will be left without access that others are privileged to get with the benefits of this project. We have talked to DMR in the past about his filling in of marsh with no action taken. We reside at lot [REDACTED] on your site map. I am all for dredging but would like the same benefit others are getting. I pay my taxes too....*

a) DMR regulations state that we are required to provide a 10-foot buffer adjacent to all submerged aquatic vegetation (SAV) and marshes. Based on the results of the SAV Survey provided by Barry A. Vittor & Associates, Inc., there is existing SAV along either side of this channel in several locations. Since the existing channel is not wide enough to provide this buffer, the City will be unable to conduct dredging in this area. Please see Appendix A for a copy of the SAV Survey.

B. In response to the comments received from [REDACTED] on August 25, 2016, BKI respectfully offers the following:

*I. We [REDACTED] are listed as the owners of the parcel located at the cul-de-sac of [REDACTED] identified as [REDACTED] on your diagrams. As you are aware, this is an extensive parcel of land, which has extensive contact with the City's proposed dredging. The current southeastern edge of the property is essentially adjacent to the edge of the proposed dredged channel. With such close proximity, we are concerned that the proposed dredged channel's width and depth, being very near the parcel's land edge, will have significant impact on the parcel by increasing the land erosion and subsidence as a result of the dredging, or increased recreational boater activity following the dredging.*

*Please provide us with any and all studies that have been conducted, either by your Department, the City, or the U.S. Environmental Protection Agency (EPA), regarding the impact that the proposed dredging will or may have on our property.*

*If any potential impact is perceived by any study, please provide us with a detailed proposal as to how either the City, your Department, or the EPA plans to mitigate or negate the potential erosive and subsidence effect on our property by the planned dredging.*

a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

2. *Once the proposed dredging is completed, it is perceived by us that the increased use of the channel by recreational boaters will generate significant wave action as to increase the likelihood of land erosion and subsidence.*





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*Please provide us with any and all studies that have been conducted, either by your Department or the EPA, regarding the impact that the proposed widened navigable waterway's recreational boating traffic will or may have on our property.*

*If any potential impact is perceived by any study, please provide us with a detailed proposal as to how either the City, your Department, or the EPA plans to mitigate or negate the potential erosive and subsidence effects on our parcel by the navigable waterway's future increase in recreational boater activity.*

- a) *As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.*
3. *Given the potential erosive and subsidence effects on parcel from either the proposed dredging or the resultant navigable waterway's increased recreational boater traffic, we are opposed to the project until our concerns are adequately addressed to our satisfaction insuring that the property's economic value or utility is not disturbed.*
  - a) *As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.*
- C. *In response to the comments received from [REDACTED] on September 2, 2016, BKI respectfully offers the following:*

1. *I am writing this because I object to dredging project at the Sunrise site. I do not object to the dredging as a whole but with the stopping point. if you stop at proposed stopping point just as many homes will receive "0" benefit as those that will receive significant benefits. I have been told that the current stopping point is because of marsh grass. If you look at historical satellite images you can see the marsh grass has been removed in this area previously. I have lived here for over 30 years. The canal behind my house was here before I moved into my home. I was told then it was for street drainage. The area I am talking about is just to the west of canal. The marsh grass was removed by current home owner. They will benefit from this directly.*

*We are talking about maybe 50'. Casinos have destroyed more than this easily. There must be a way to get this done in fairness to the residents east of the current proposed stopping point.*

*Please reconsider stopping point to include all residents. That is the fair thing to do.*

- a) *As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.*
- D. *In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:*
  1. *When this first came out they said they would dredge into our channel and then the newsletter said they might not because of marsh grass. We all want it done. We'd be okay with them narrowing the dredging*





OVER 100 YEARS OF SERVICE

*if that would help it go forward. We have major issues with the silt from neighborhoods that have been built.*

- a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

E. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*I. I've lived there over 20 years. We used to be able to navigate all the time with no problems. We built a boathouse and now we pay taxes and about \$5000/year to Biloxi boardwalk marina b/c we can no longer use our boathouse. We can use it if we're careful about the time we go in and out but not all the time. If it doesn't go all the way down the channel it doesn't help us. The depth is more important than the width so if we can narrow it.*

- a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

F. In response to the comments received from [REDACTED] at the public hearing on October 3, 2016, BKI respectfully offers the following:

*I. Before the storm we had access to the Bay with our boats. Not big boats, but a nice sport boat. The properties across from us also had piers and large boats. A lot of debris has remained in the area since the storm and was never cleaned out. It's especially bad in the winter when we get low water. I know y'all are concerned about the grass, but the debris hasn't been cleaned out so you must not be too concerned. Also there really is a lot of silt from construction. We have canoers and small boats that don't draft much and they get stuck sometimes too b/c it's so shallow. We miss being able to get our 20' pontoon boat in and out and miss people being able to get back there and fish. Agree that depth is more important than width. Access is why we pay taxes and the insurance.*

- a) As noted above, the City will be unable to perform dredging in this area due to the existence of submerged aquatic vegetation (SAV) and/or marsh grass. Please see Appendix A for a copy of the SAV Survey.

G. Based on the information provided by Barry A. Vittor & Associates, there is submerged aquatic vegetation located within our project limits. Please see the attached revised plan and profile of the project limits. The modifications stopped the dredging approximately 400 FT from the original end and reduced the estimated quantities by approximately 850 C.Y.





OVER 100 YEARS OF SERVICE

If you have any questions or additional comments, please do not hesitate to call.

Sincerely,

**BURK-KLEINPETER, INC.**

A handwritten signature in blue ink, appearing to read "Matthew C. Rogers", with a long horizontal flourish extending to the right.

Matthew C. Rogers, P.E.  
Associate



# PLAN AND PROFILE

## SITE E - GOOSE POINT

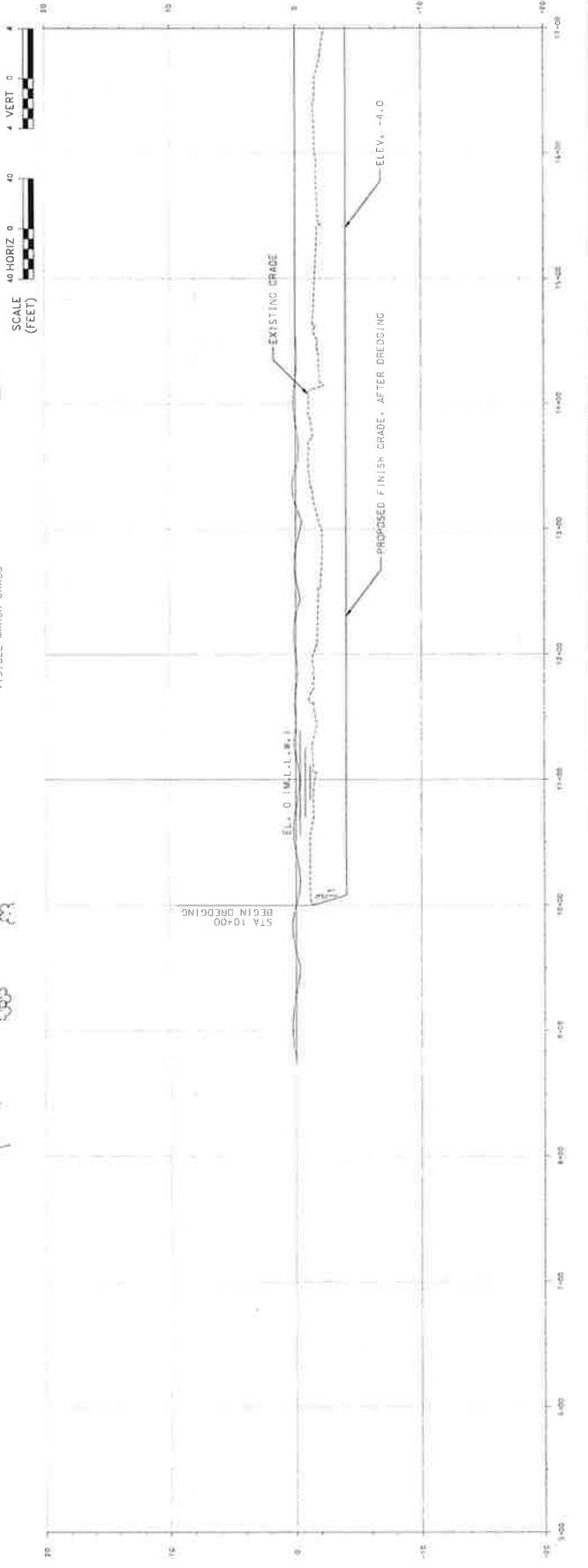
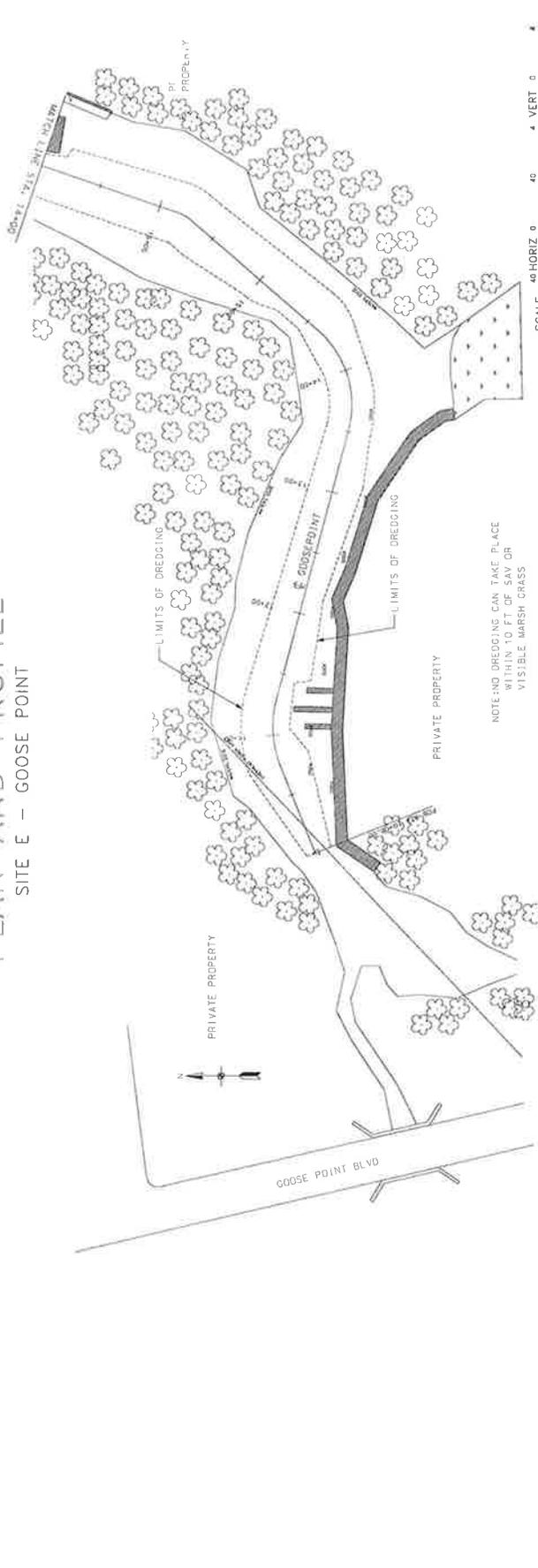
SHEET NUMBER 4

**BKI**  
 BURK-KLEINPETER, INC.  
 ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
 2113 GREENWAY DRIVE, SUITE 200  
 HOUSTON, TEXAS 77058  
 PHONE: (281) 995-9100 FAX: (281) 995-9101



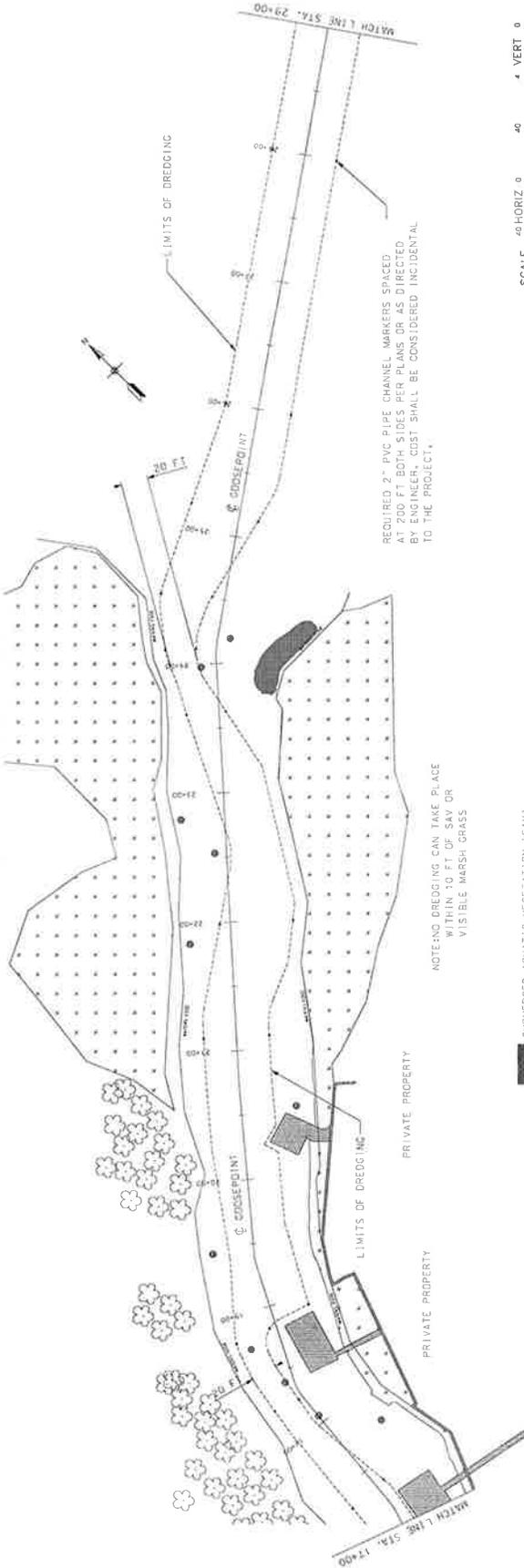
DESIGNED A.C.J.  
 CHECKED M.C.R.  
 DATE JUNE 2016  
 PROJECT NUMBER 05.15.004  
 SCALE HORIZ 1" = 40'  
 VERT 1" = 4'  
 PLAN SUBMITTAL 100% SUBMITTAL

PROJECT THE CITY OF BILOXI  
 DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE E  
 PLAN AND PROFILE  
 SHEET TITLE



# PLAN AND PROFILE

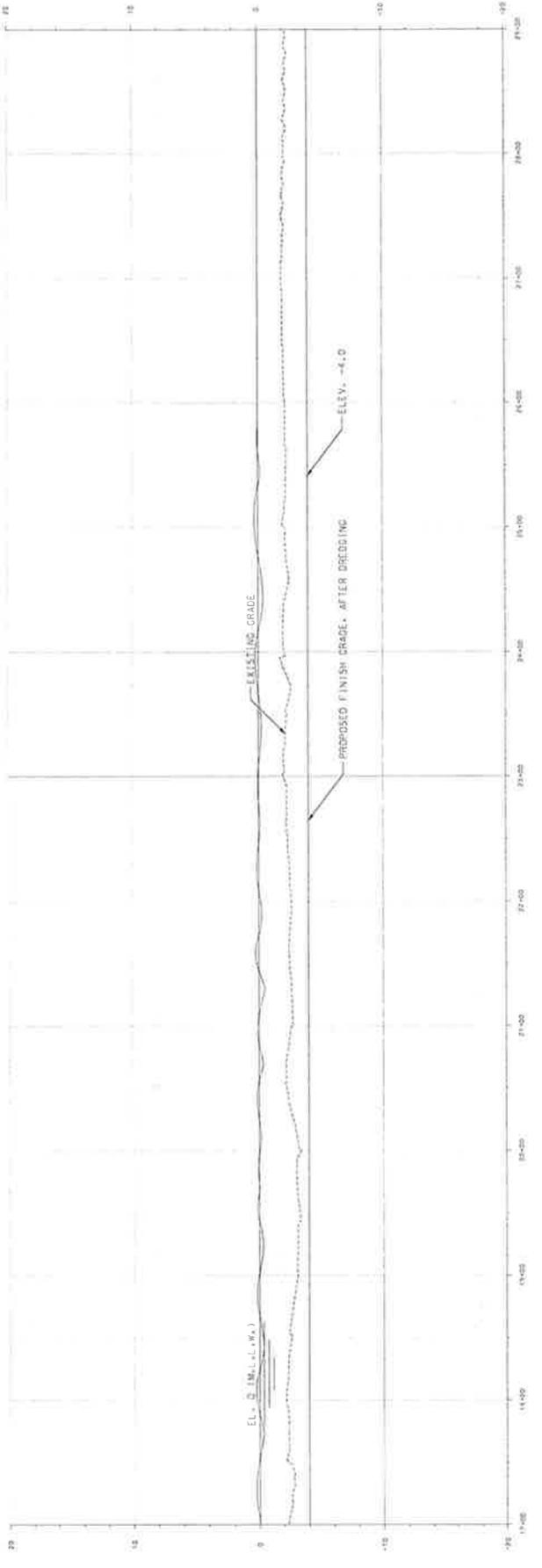
## SITE E - GOOSE POINT



REQUIRED 2" PVC PIPE CHANNEL MARKERS SPACED AT 200 FT BOTH SIDES PER PLANS OR AS DIRECTED BY ENGINEER, COST SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

NOTE: NO DREDGING CAN TAKE PLACE WITHIN 10 FT. OF SAV OR VISIBLE MARSH GRASS

SUBMERGED AQUATIC VEGETATION (SAV)



SHEET NUMBER 5  
BURK-KLEINPETER, INC.  
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
2113 GARDNER STREET SUITE 200  
WYOMING, WYOMING 82001  
PHONE: 307.442.1234 FAX: 307.442.1235



PROJECT NUMBER 05.15.004  
DATE JUNE 2016  
DESIGNED A.C.J.  
CHECKED M.C.R.  
SCALE HORIZ 1" = 40'  
VERT 1" = 4'  
100% SUBMITTAL

THE CITY OF BILOXI  
DREDGING IMPROVEMENTS TO BILOXI WATERS  
PHASE E  
PLAN AND PROFILE

# PLAN AND PROFILE

## SITE E - GOOSE POINT

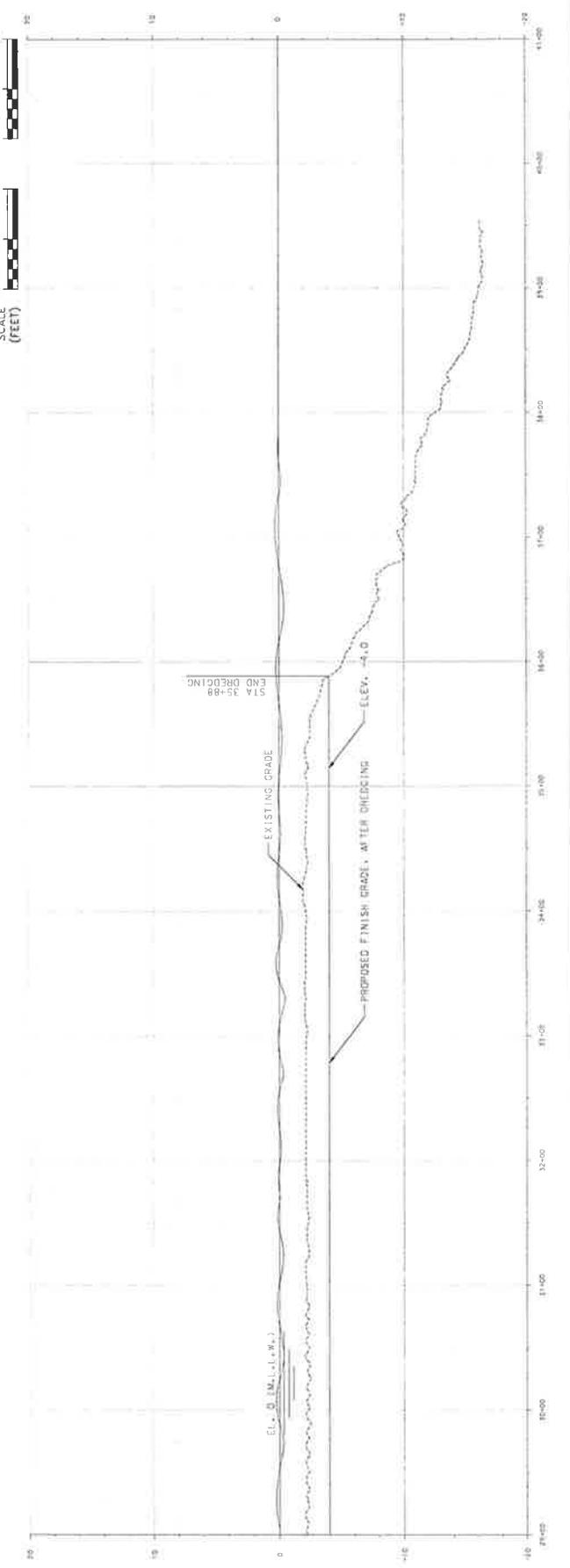
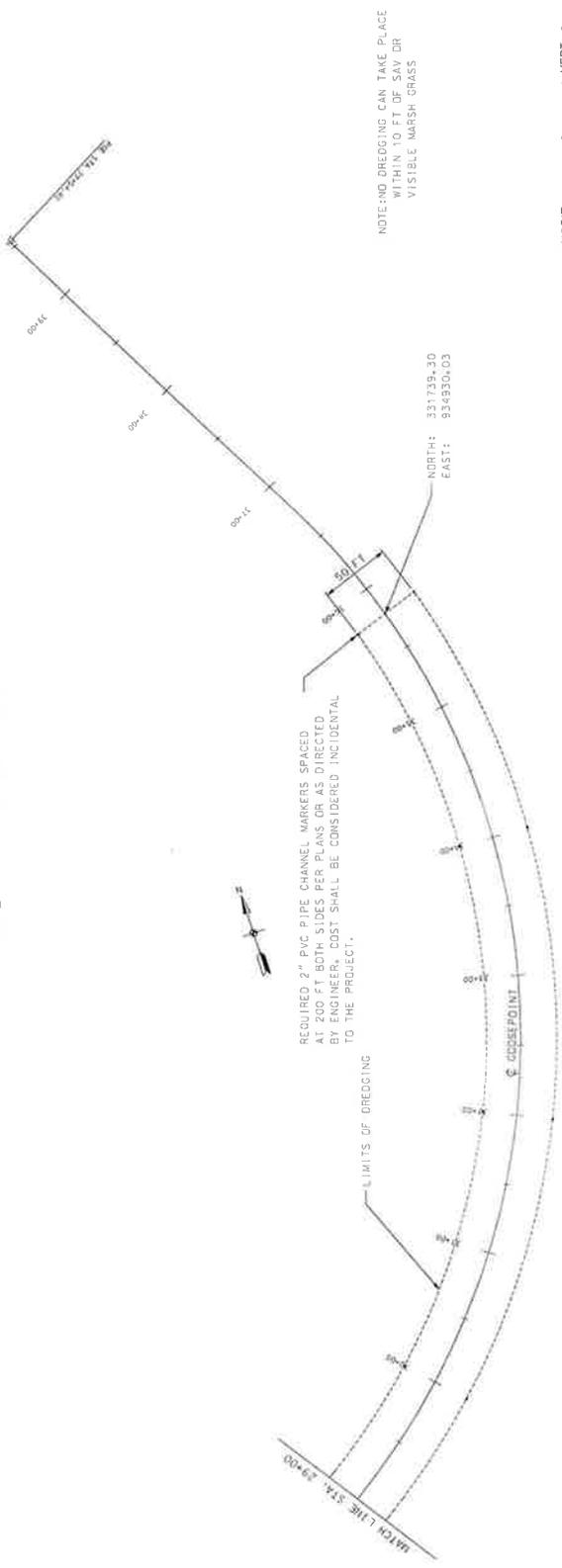
SHEET NUMBER 6

**BK1**  
**BURK-KLEINPETER, INC.**  
 ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
 2113 GOVERNMENT STREET SUITE 200  
 FARMINGTON CONNECTICUT 06031  
 PHONE 860.633.1234 FAX 860.633.1235



DESIGNED A.C.J.  
 CHECKED M.C.R.  
 DATE JUNE 2016  
 PROJECT NUMBER OS.15.004  
 PLAN SUBMITTAL 100% SUBMITTAL

PROJECT THE CITY OF BILOXI  
 DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE E  
 SHEET TITLE PLAN AND PROFILE



# PLAN AND PROFILE

## SITE F - HOLLY HILLS

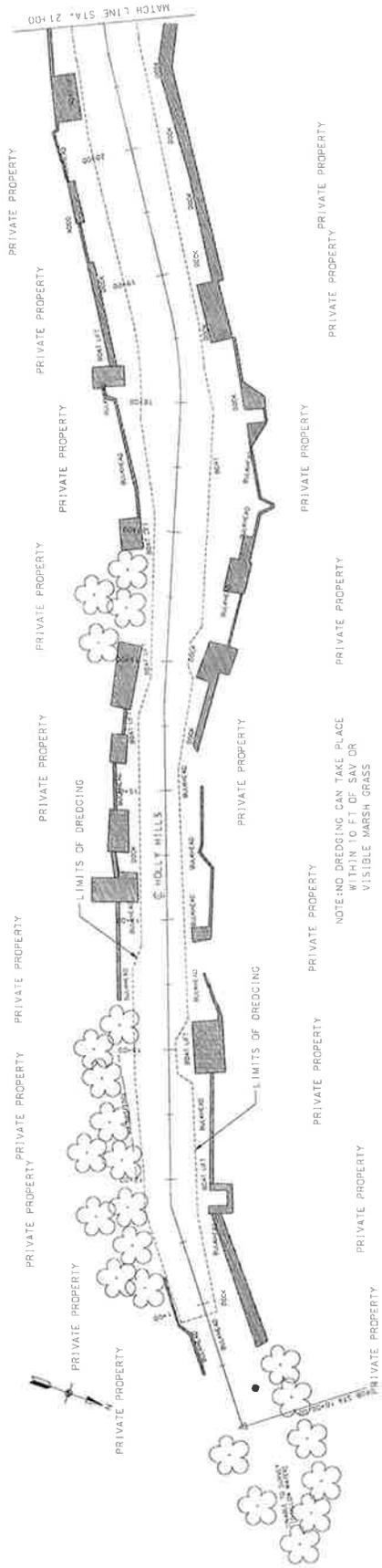
SHEET NUMBER 4

**BK1**  
**BURK-KLEINER, INC.**  
 ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
 2112 CHESTER AVENUE, SUITE 201  
 WINTER KENNESA, ALASKA 99589  
 PHONE (907) 339-1919 FAX (907) 339-1073



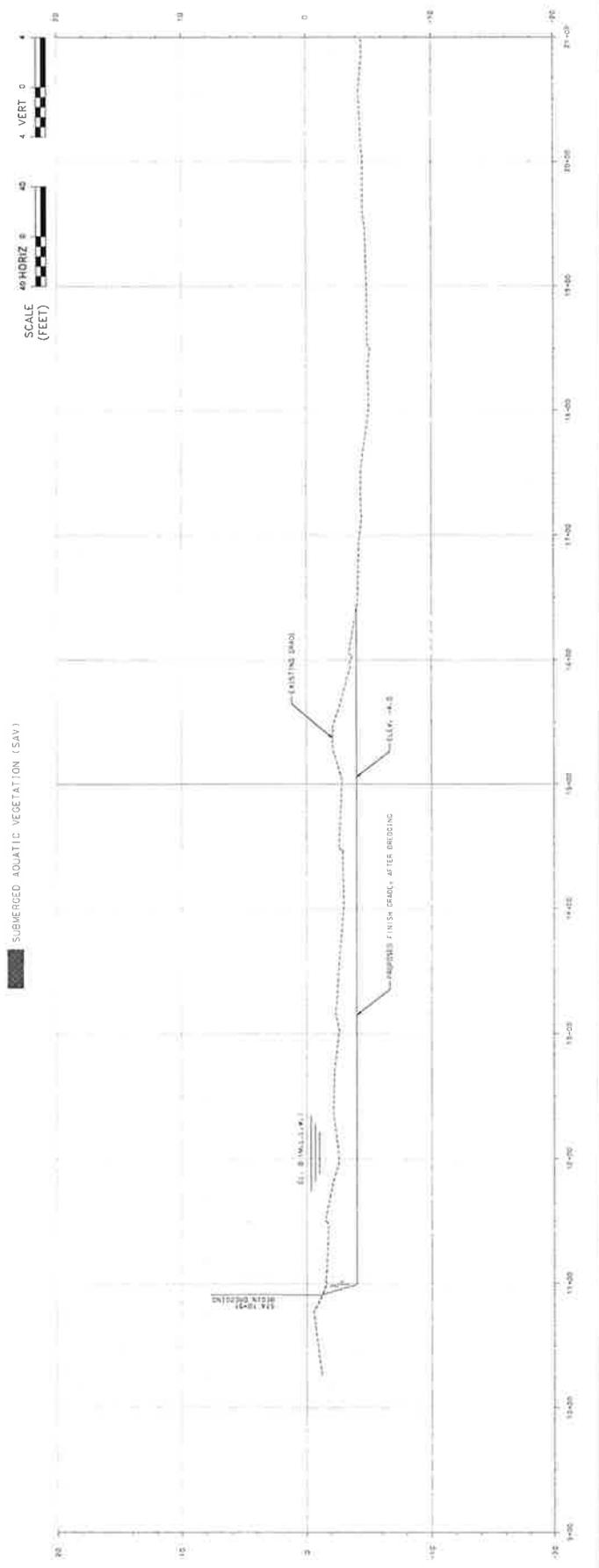
SCALE HORIZ 1" = 40'  
 VERT 1" = 4'  
 A.C.I.L.  
 CHECKED M.C.R.  
 DATE JUNE 2016  
 PROJECT NUMBER 05.15.004  
 100% SUBMITTAL

PROJECT THE CITY OF BILOXI DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE F  
 PLAN AND PROFILE  
 SHEET TITLE



NOTE: NO DREDGING CAN TAKE PLACE WITHIN 10 FT OF SAY OR VISIBLE MARSH GRASS

LEGEND: SUBMERGED AQUATIC VEGETATION (SAV)





# PLAN AND PROFILE

## SITE F - HOLLY HILLS

SHEET NUMBER 6

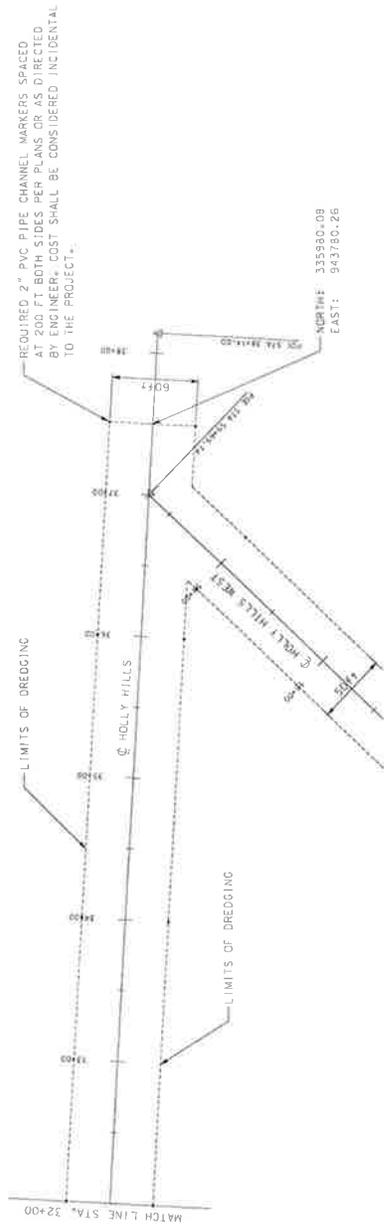
**BK**  
**BURK-KLEINPETER, INC.**  
 CIVIL ENGINEERING, PLANNING, ENVIRONMENTAL ARCHITECTURE  
 11120 WOODBURN DRIVE  
 FORT WORTH, TEXAS 76116  
 PHONE: (817) 441-1111  
 FAX: (817) 441-1112



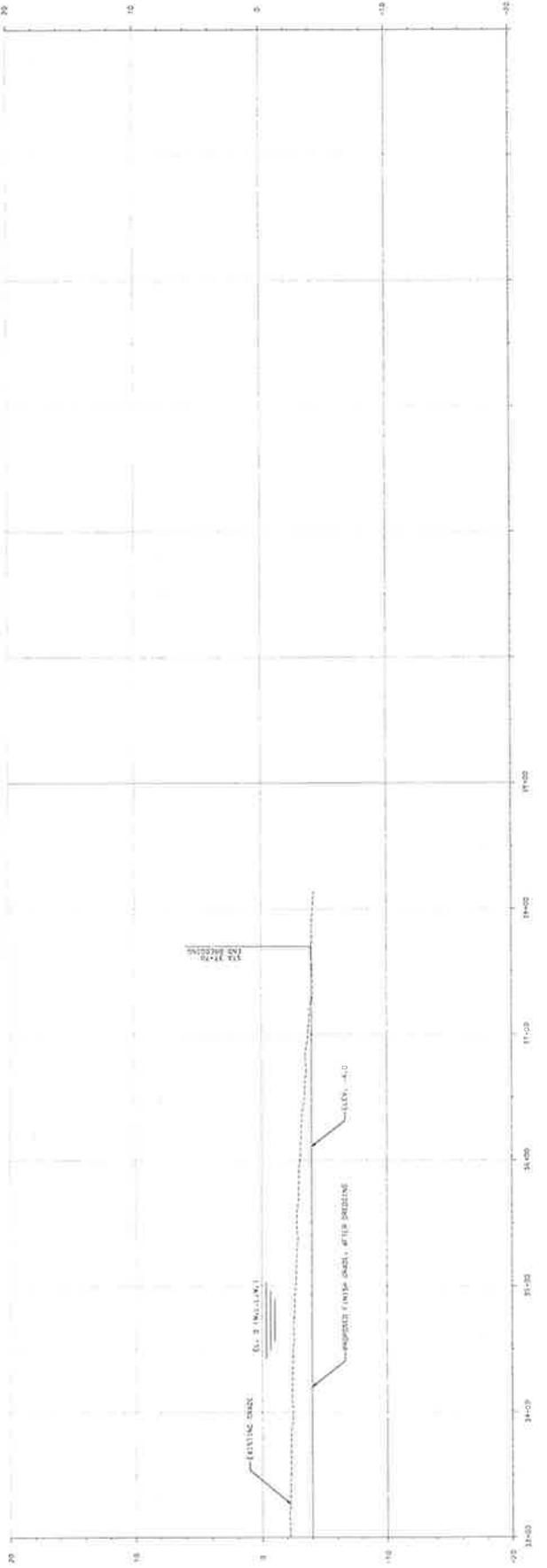
DESIGNED A.C.J.  
 CHECKED M.C.R.  
 DATE JUNE 2016  
 PROJECT NUMBER 05.15.004  
 SCALE HORIZ 1" = 40'  
 SCALE VERT 1" = 4'  
 100% SUBMITTAL

PROJECT TITLE  
 THE CITY OF BILOXI  
 DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE F  
 PLAN AND PROFILE

NOTE: NO DREDGING CAN TAKE PLACE WITHIN 10 FT OF SAV OR VISIBLE MARSH GRASS



NORTH  
 335900.09  
 EAST: 943700.26



# PLAN AND PROFILE

## SITE F - HOLLY HILLS EAST

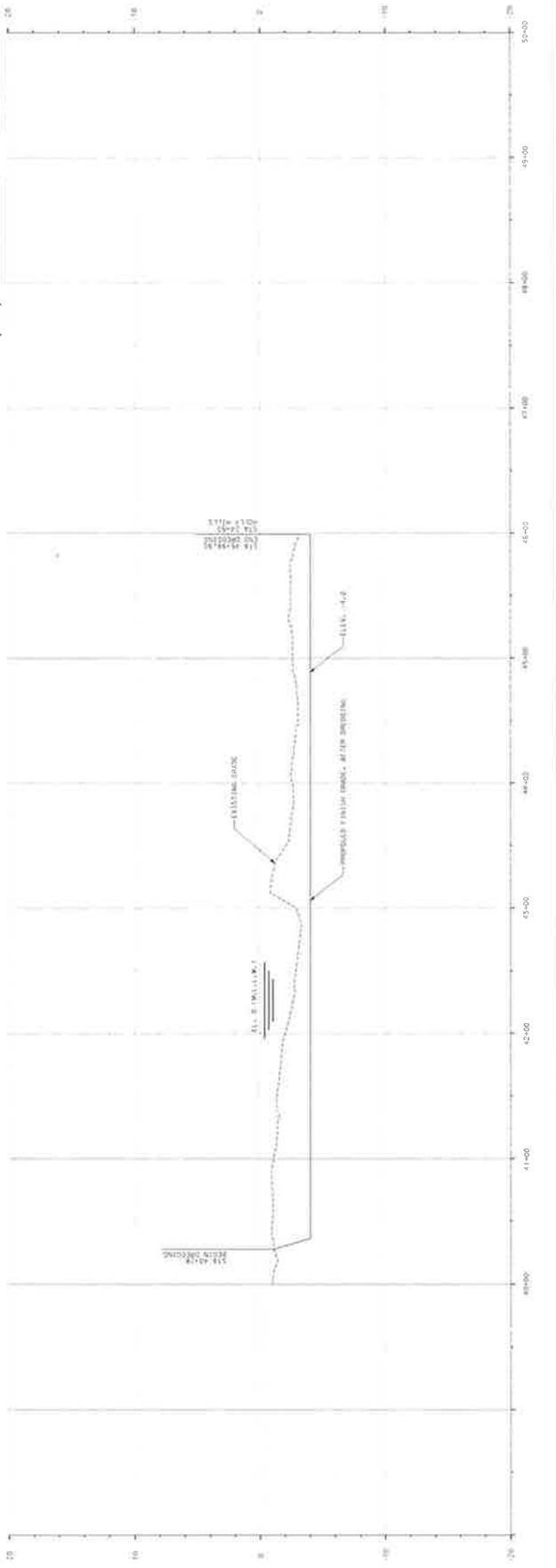
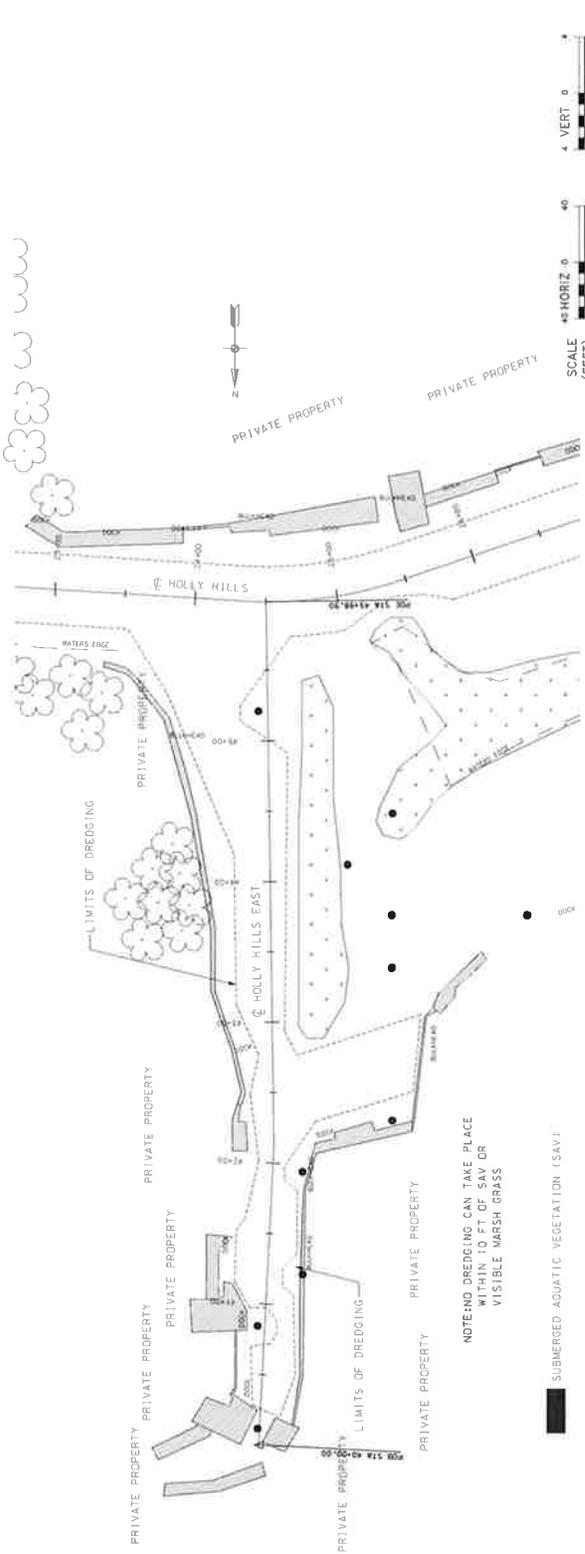
SHEET NUMBER 7

**BK1**  
**BURK-KLEINPETER, INC.**  
 ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
 2113 GORDON AVENUE SUITE 101  
 CHARLOTTE, NORTH CAROLINA 28203  
 PHONE: (704) 366-1111 FAX: (704) 366-1122  
 WWW.BK1.COM



PROJECT NUMBER OS.15.004  
 SCALE HORIZ 1" = 40'  
 SCALE VERT 1" = 4'  
 CHECKED M.C.R.  
 DESIGNED A.C.J.  
 DATE JUNE 2016  
 PLAN SUBMITTAL 100% SUBMITTAL

PROJECT THE CITY OF BILOXI  
 PHASE F DREDGING IMPROVEMENTS TO BILOXI WATERS  
 SHEET TITLE PLAN AND PROFILE



NOTE: NO DREDGING CAN TAKE PLACE WHERE THERE IS SAV OR VISIBLE MARSH GRASS

■ SUBMERGED AQUATIC VEGETATION (SAV)



# PLAN AND PROFILE

## SITE F - HOLLY HILLS NORTH

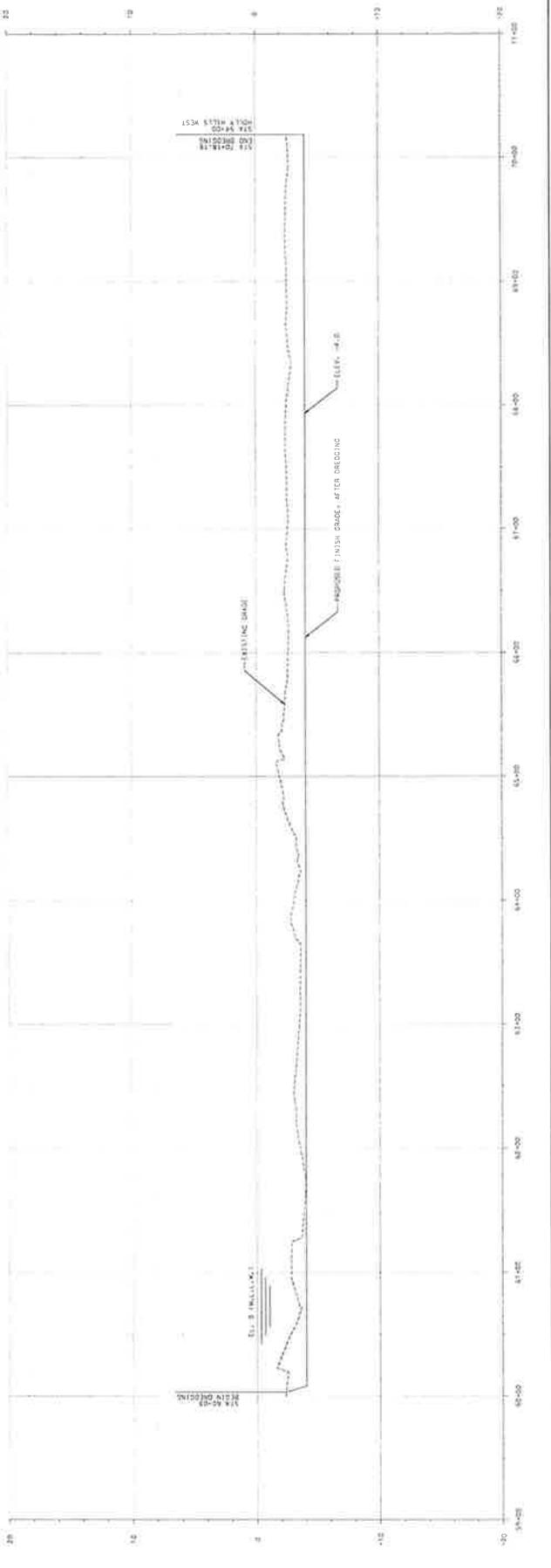
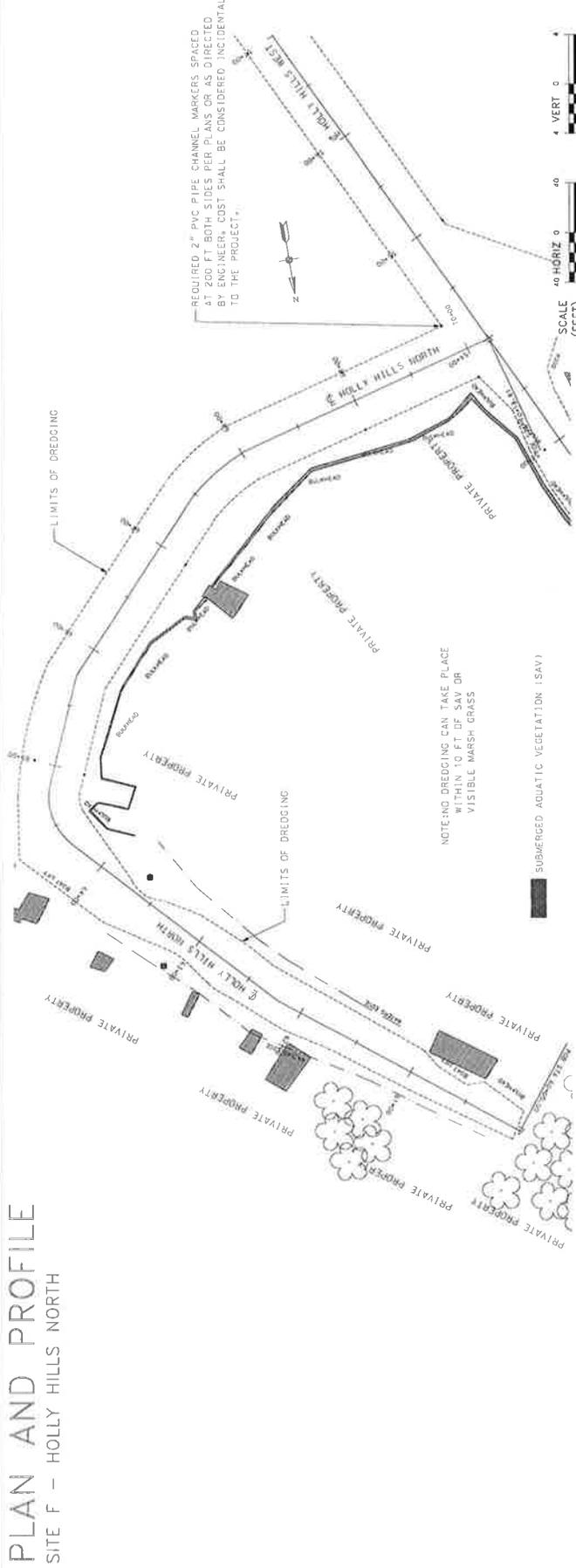
SHEET NUMBER 9

**BKI**  
**BURK-KLEINPETER, INC.**  
 PROFESSIONAL ENGINEERS, ARCHITECTS, PLANNERS AND ENVIRONMENTAL SCIENTISTS  
 2715 BROADWAY SUITE 200  
 HOUSTON TEXAS 77002  
 PHONE 281-488-8888 FAX 281-488-8887



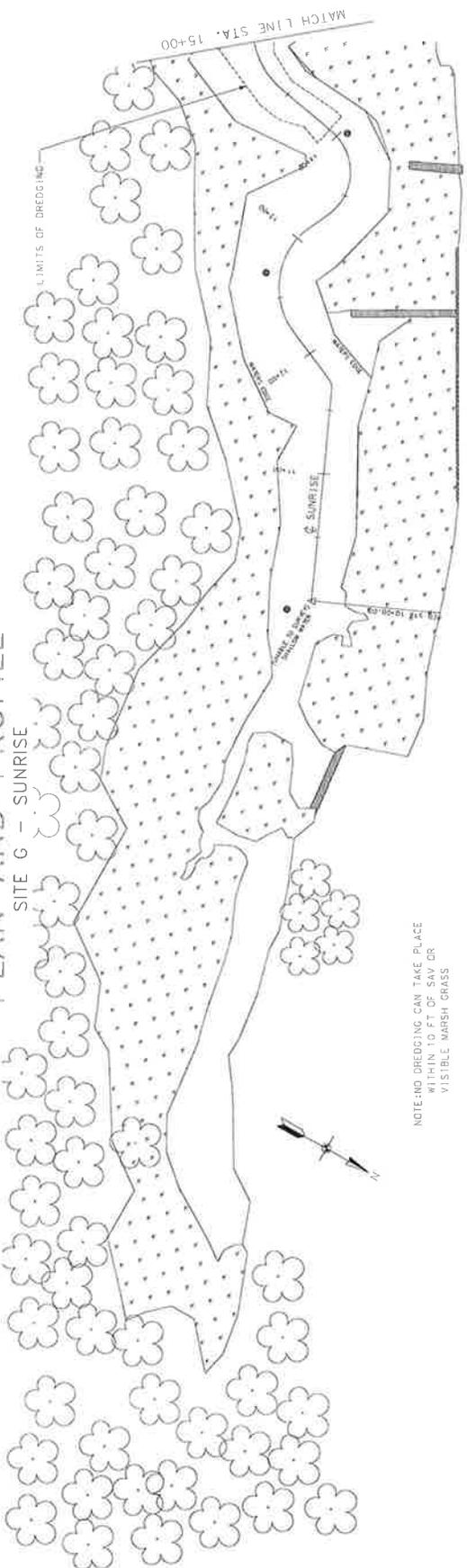
DESIGNED A.C.J.  
 CHECKED M.C.H.  
 DATE JUNE 2016  
 PROJECT NUMBER 05.15.004  
 SCALE HORIZ 1" = 40'  
 VERT 1" = 4'  
 PLAN SUBMITTAL 100% SUBMITTAL

PROJECT THE CITY OF BILOXI DREDGING IMPROVEMENTS TO BILOXI WATERS  
 PHASE F  
 PLAN AND PROFILE  
 SHEET TITLE

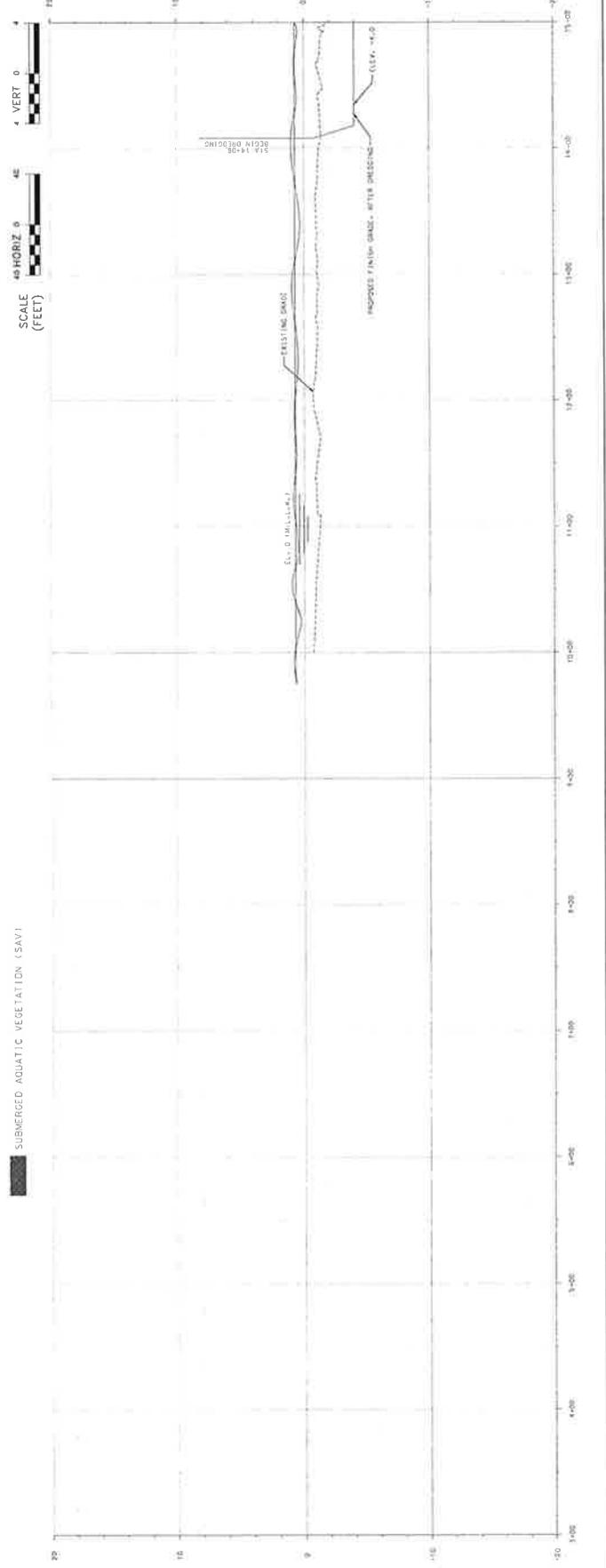


PLAN AND PROFILE

SITE 6 - SUNRISE



■ SUBMERGED AQUATIC VEGETATION (SAV)



BURK-KLEINER, INC. ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

2113 GARDNER STREET, SUITE 201 BILOXI MISSISSIPPI 39260-1000 PHONE: (601) 373-1919 FAX: (601) 373-1972



SHEET NUMBER 5

**BK1**  
BURK-KLEINFETER, INC.  
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS  
1000 W. 10TH ST., SUITE 100  
DENVER, COLORADO 80202  
PHONE: 303.733.1100  
WWW.BURK-KLEINFETER.COM

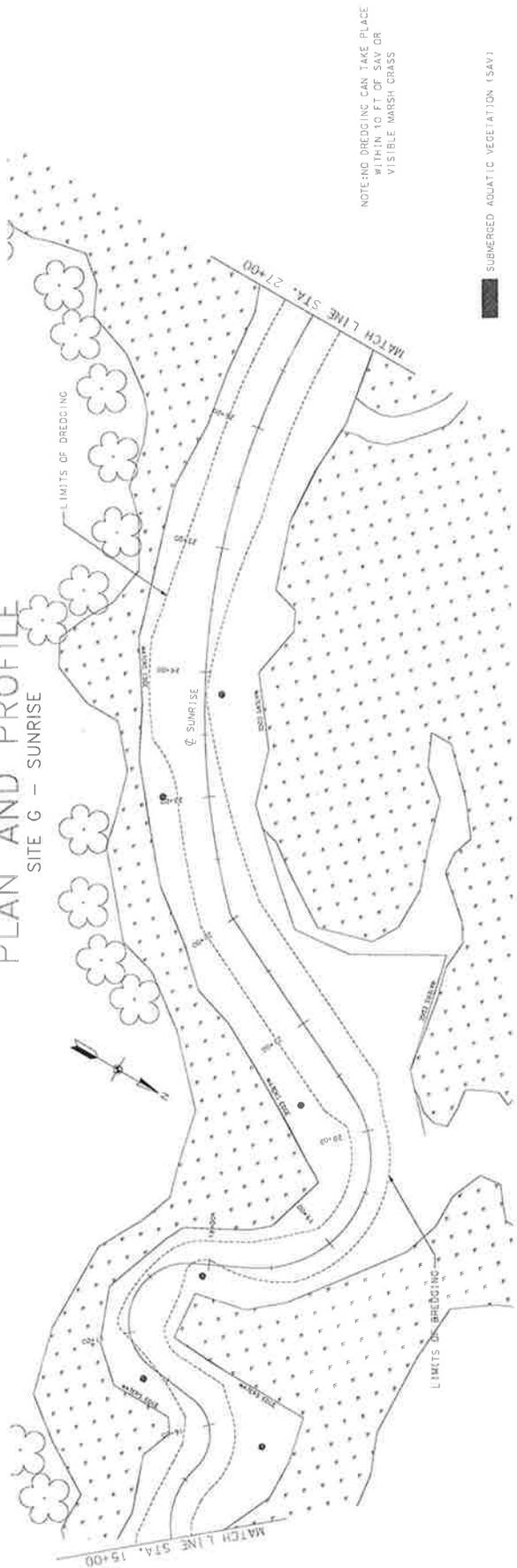


SCALE HORIZ 1" = 40'  
VERT 1" = 4'  
CHECKED M.C.R.  
DESIGNED A.C.J.  
DATE JUNE 2016  
PROJECT NUMBER 05.15.004  
100% SUBMITTAL

PROJECT THE CITY OF BILOXI DREDGING IMPROVEMENTS TO BILOXI WATERS PHASE G  
TITLE PLAN AND PROFILE

# PLAN AND PROFILE

## SITE G - SUNRISE



NOTE: NO DREDGING CAN TAKE PLACE WITHIN 10 FT OF SAV OR VISIBLE MARSH GRASS

■ SUBMERGED AQUATIC VEGETATION (SAV)

