

The solution proposed for this area, shown in Fig. 5.7, is designed to reduce erosion of the promontory but also includes an option to create a recreational beach here. The design for erosion prevention consists of extending (with rocks) the bulkhead that runs parallel to the promontory (see Fig. 5.7) up to the bulkhead running perpendicular to the promontory and removing this perpendicular section. The purpose of extending the parallel bulkhead with rocks would be to protect the north side of the promontory from wave and current attack. In addition, a structure acting both as a groin to retain sand and as an armoring measure to protect the tip of the promontory from waves and currents would be constructed at the west end of the promontory. The creation of a recreational beach along the north side of this promontory by nourishing this area exists as a possible option. The bulkhead plus rock extension and the groin would serve to retain the sand which would also act as a buffer further aiding in the prevention of the erosion of the promontory.

Site I consists of the westward portion of the marina area on the south side of the promontory where deposition is taking place. Two or three of the marina slips are now useless as the bottom is exposed at low tide. In addition, this deposition is beginning to constrict the marina channel thereby threatening boat accessibility. This deposition is believed to be due to the transfer of sediment into this area by currents. The flow velocities in the marina area are so slow (0.05-0.15 m/sec) that virtually all sediment transported here is permanently deposited. A large portion of this sediment is believed to be that which is eroded from the north side of the promontory as well as that which is transported along the north shore of the inlet by flood