



A MARGATE BOARDWALK FOR THE 21ST CENTURY

The Margate Boardwalk Committee Inc.

July 1, 2019

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*“Never doubt that a small group of thoughtful, committed, citizens can change the world.
Indeed, it is the only thing that ever has.”*

- Margaret Mead

Our Purpose

We are all here – full time as well as summer residents – because we love the beach and the ocean. The smell of the sea, the taste of the salt air on our tongues, the wind on our face, the warmth of the sun on our skin, the sound of laughter, the incessant call of the gulls, the pounding of the waves and the crashing of the ocean in our ears. These pleasurable sensations are what make our life at the beach so beautiful.

In the last two years, we have seen momentous changes, and setting aside the debate about whether they were necessary or not, these changes have damaged our experience of our beloved beach.

The question is, do we have to live with this injury, or is there something we can do to heal the damage and improve the situation for everyone?

This is the question the members of The Margate Boardwalk Committee (Glenn Klotz, Ellen Lichtenstein, Stefanie Bloch and Steve Davidson) set out to explore. And our conclusions as well as recommendations are contained in this report.

We believe that the harm done can be repaired by building a residential (non-commercial) Boardwalk in Margate, extending from Ventnor’s Boardwalk at Fredericksburg Avenue to 36th Street in Longport.

Everyone is free to make their own decision – and we encourage that. We only ask that you consider this information with an open mind as well as heart, and focus on the reality, not on negative emotions and unsubstantiated opinions.

In our democracy, the people decide. So we submit this report to the citizens and homeowners of Margate, to deliberate on and collectively decide what kind of city they would like to live in.

“Under the Boardwalk, down by the Sea. Under the Boardwalk. just you and me.”

Recorded by the Drifters, 1964

A Boardwalk Culture: Margate’s First Boardwalk – 1907 to 1944



Back in 1907, before Margate was even a town, we had a Boardwalk. It was our first street, our town square and along with our Elephant attraction – the only place around to see and be seen. In fact, Absecon Island (on which Atlantic City, Ventnor, Margate and Longport sit), is known as the birthplace of Boardwalks, having established its first promenade in the late 19th century.

We’re a Boardwalk town and we have a *Boardwalk culture*. It’s built into our social DNA, even though only small signs remain of that Boardwalk after it was destroyed in the infamous Hurricane of 1944.

How many of you walk the boards?

One home owner at the south end of Ventnor’s Boardwalk told us, that of the thousands of people she regularly sees walking the boards in the summer, 85% of them are from Margate. And they regularly include our elected and government officials. The truth is many of Margate’s residents enjoy the Ventnor / Atlantic City Boardwalk on a daily basis year round. It’s an essential part of the Margate lifestyle.

We want to rebuild Margate’s Boardwalk. Once completed, we will have a dedicated, 16-mile round trip path on which to walk, bike, sit, host marathons and most importantly, reconnect us to our beach.

“Life takes you down many paths but my favorite ones lead to the beach.”

– Unknown

Something Special: the Margate Beach as it Once Was, 1944 – 2017



Although most of us never saw the original Margate boardwalk, we did have the great fortune to have experienced a beach that was, by all standards, magnificent.

The soft “sugar sand” was the finest in the world. It was a hallmark by which all others were measured. The flat trajectory was easy to traverse, used as a straightaway for walking or running and especially, to connect us to our fellow Margate friends. It was well known which beach you and your friends sat on, and they were easily reached.

Its beauty rested in its simplicity and lack of manmade structures.

The old boardwalk – something seen in old photos or stumbled upon at low tide when its pilings were exposed – was not missed... ***until the whole beach-scape changed.***

*“On Margate Sands. I can connect Nothing with nothing. The broken fingernails of dirty hands.
My people humble people who expect Nothing.”*

– The Wasteland – TS Eliot

What Went Wrong? A Dune System forced on us by NJ and ACOE

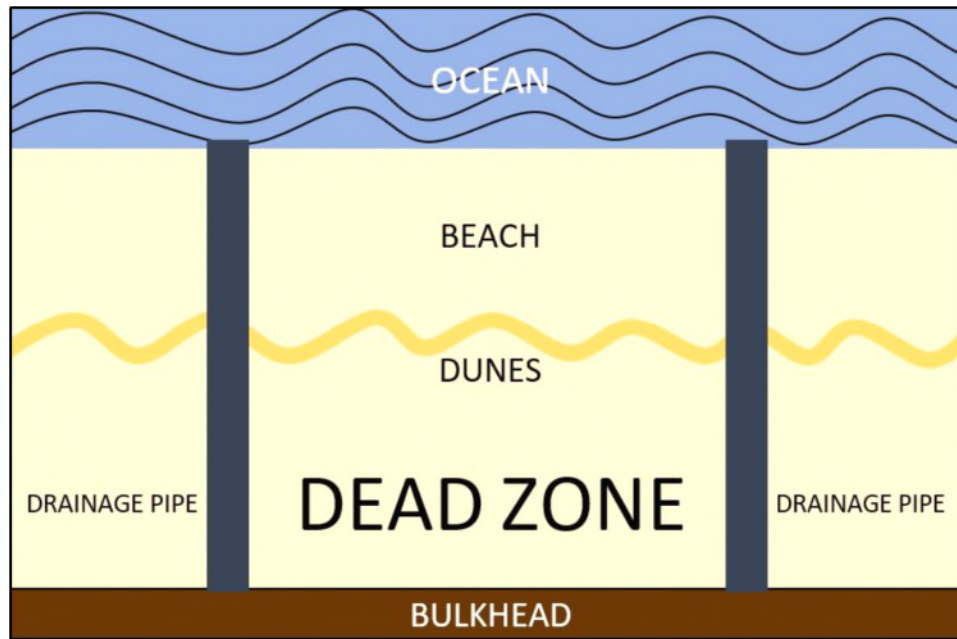


In the aftermath of Super Storm Sandy, a dune system was forced upon us by the State of New Jersey and the Army Corp of Engineers. The result is a radically altered landscape and a degraded experience of our previously magnificent beach.

Once flat, wide and easy to access, our beach is now home to a huge wall of sand placed directly in its middle, horizontally dividing the ocean from the rest of Margate. This has created a very large “Dead Zone” between the bulkhead entrances to the beach and the dunes, as long as a city block in many areas.

In addition, the beach itself is now vertically divided by five huge new storm water outfalls (consisting of pipes and pumps) that reach out to the sea.

Exhibit 1. Diagram of Margate's Current Beachscape



What have we lost? Views, Access and Connections

1. *The view of the sea and the ocean breeze:* Residents of Margate have lost the view of the sea and we can no longer feel the ocean breeze from our streets and homes.
2. *Access to the beach* – has become extremely difficult, if not impossible, for large segments of our population:
 - The elderly, who cannot scale the dunes to get to the water
 - Individuals with disabilities, who have no railings to help themselves over the dunes
 - Young families, loaded with gear, who get stuck moving their wheeled carts over the dunes, and
 - Boaters, who used to bring their catamarans from the bulkheads to the water (as well as people who play other types of sports)

All of us have at least one family member or friend for whom independent access to our beach is no longer possible or easy.

3. *The physical and social connections that make us a beach community.* The huge storm water outfalls that now bi-sect the beach, have disrupted our ability to move along the water's edge, and undermined the connections that we had with each other and with the ocean.

Our beautiful beach has been broken, degraded.

Whether we realize it or not, no one in our community is untouched by these changes.

Everyone has had different emotional reactions – from sadness, to anger, to stoic denial. Do you remember what you felt – your first impressions – when you saw our new, industrialized beach? We often don't realize the pleasures we've enjoyed until they're gone.

We believe the degraded condition of Margate's beach will soon harm our precious reputation as a 1st class family-style resort town. It is in nobody's self-interest to let that happen.

The status quo is not good enough. And we strongly object to leaving it this way. Something can and must be done about it – now.

“Do not go where the path may lead, go instead where there is no path & leave a trail.”
– Ralph Waldo Emerson

What can we do? How can we repair the damage?

Erasing the dunes & pipes and returning to the past is not possible. The changes to our beach brought by the state and the Army Corp of Engineers will be with us for a very long time.

Ironically, there is a silver lining in this situation – a viable solution that transforms the damage done by the dunes and the “Dead Zone” into an asset.

How?

By building a Boardwalk to restore the magic to Margate!

“Build it and they shall come.”

- Field of Dreams

Our Proposal: Build a Margate Boardwalk – the Why, How and Where

We propose to build a Boardwalk the length of the city (1.57 miles) – extending from Ventnor’s Boardwalk to 36th Street in Longport. It should be placed at the back toe of the dunes, meaning that it will occupy the “Dead Zone” and be *located away from the bulkheads as well as the homes along the beach*. Ramps will connect the Boardwalk to the street end as well as to the ocean, as the existing Boardwalks in Ventnor and Atlantic City do today.



View into Margate from the end of the Ventnor Boardwalk today

The Boardwalk actually resolves and repairs much of the damage created by the dune project, and is essential to return Margate’s beach to its first class status. The Boardwalk will:

- Provide easy access to the beach for everyone – especially young families, the handicapped and the elderly
- Connect the beaches and the people that are physically separated by drainage pipes
- Reclaim our view of the ocean
- Restore our ability to feel as well as taste the salty sea breeze again without having to cross to the beach
- Create safer, more direct access to the entire boardwalk for the thousands of walkers, runners, bikers, baby carriage strollers and children who must first traverse the busy Atlantic Avenue

- Mitigate the many seasonal accidents that occur from attempting to get onto the boardwalk

By turning the wasted dead space behind the dune into a useful, product and pleasurable attraction, the benefits of the beach become available to everyone in Margate. We will soon wonder how we lived without it!

Our Choice: Margate’s Ideal Boardwalk

There are three possible versions of the Boardwalk to choose from (see Table 1 below), which have different specifications and options.

Table 1. Three Versions of the Boardwalk

Version Design Specs	Stripped-Down BW	Ventnor-Style BW	Uniquely Margate BW
Length	8,500 feet	8,500 feet	8,500 feet
Width	20 feet	20 feet	27 feet
Bike Path	No	No	Yes Width: 7 feet
Ramps	25 – 35 ramps, 10 ft. wide 1 – 2 vehicle ramps	30 – 40 ramps, 10 ft. wide, 1 – 2 vehicle ramps	35 – 40 ramps, 10 ft. wide, 2 – 3 vehicle ramps
Railings	Y	Y	Y
Seating Benches	Y	Y	Y
Pavilions	N	3 – 4 with water fountains	3 – 4 with restrooms, outside baths and foot showers
Lighting	Basic LED	Solar-powered LED	Solar-powered LED

We believe the best choice is a modern, specifically Margate style, residential (non-Commercial) Boardwalk that is:

- The length of Margate from Ventnor to Longport
- Wide enough for a dedicated bike lane (27')
- 30 – 40 access ramps 10' wide

- 3 - 4 Seating Pavilions, equipped with water fountains, an outdoor shower, foot shower and restrooms for residents and visitors, eliminating the present porta-potty cabanas on our beaches
- LED lighting powered by a solar array
- Black Locust decking instead of ipe wood



A view of a proposed Margate BW design looking south at Fredericksburg Ave.¹

¹ *Graphic design of new Margate Boardwalk created by Wendy Cohen of Zumup*



The endless amenities a Boardwalk would add to the community

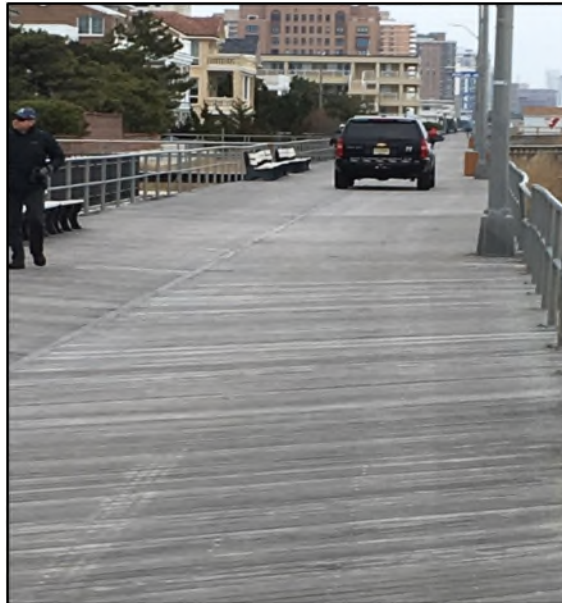


Ramps for easy access from all our street ends to the Boardwalk

“We have no more fundamental obligation in government than to ensure the safety of our citizens.”

- Bob Ehrlich

Increased Safety: The Boardwalk makes us *safer* by giving us *extra eyes* on our city



The security and safety of people and property are critical concerns for every community. To evaluate the effect of the Boardwalk on these issues, the Committee requested the expertise of Dr. Marissa Levy, the Dean of Students at Stockton University and a professional criminologist whose specializes in crime prevention and designing safe public spaces.

Dr. Levy believes a residential boardwalk will *increase* property safety.² She gives four reasons:

1. Formal surveillance would increase because a Boardwalk is a road and roads are patrolled. It gives police the ability to easily and regularly patrol an area that is currently very difficult to access.
2. Better access for emergency and fire vehicles will result in saved lives as well as property on and off the beach.

² See the full text of the March 13th, 2019 letter that Dr. Levy submitted to the Margate Boardwalk Committee on the results of her analysis, on Page 15 – 16 of this document.

3. The Boardwalk is likely to increase informal surveillance (from individuals who are biking, walking, jogging or sitting) and *“act as a protective factor against burglaries to those houses directly on the beach as well as on the beach blocks.”* This is especially important in Margate where 95% of the Beach block homes are second homes that are unoccupied most of the year – and thus perfect targets. Dr. Levy argues that these properties in particular will actually experience **vastly improved security**.
4. Ventnor, with a Boardwalk, does not have significantly more crime than Margate.

The more eyes on our community, the more protected we are.



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March 13, 2019

Mr. Glenn Klotz, Director
Margate Boardwalk Committee Inc.

RE: Margate Boardwalk

Dear Mr. Klotz,

It was a pleasure to meet you on Friday, March 1, 2019. Our meeting was arranged after you contacted me about the prospect of crime increasing in connection with a proposed boardwalk extending from the existing Ventnor boardwalk and through Margate City. I am a criminologist with expertise in crime prevention and a specialization in site surveys used to design safe public spaces.

Prior to our meeting we had discussed by phone the approximate length, width, and placement of the boardwalk. The proposed boardwalk would start where the Ventnor boardwalk ends, connecting to the existing boardwalk, and continue to the end of Margate. Prior to our meeting on March 1, 2019, I conducted a site survey starting at the other end of Margate and making my way to our meeting spot at the end of the Ventnor boardwalk. I took photos of the area including that of the location of the proposed boardwalk as well as landuse within three blocks of the boardwalk. Landuse consists of mostly residential dwellings including: large single-family homes, small single-family homes, and large apartment/condominium complexes with single unit dwellings. There are a few restaurants, some public space (beach, Lucy the Elephant, playground, library, public restrooms), and a few small businesses, including a bank.

During our meeting you discussed the proposed site in greater depth, including the following:

- The proposed boardwalk is for residential, not commercial use.
- There would be access to the Margate boardwalk at every street, similar to that of the Ventnor boardwalk.
- The boardwalk proposal is for a boardwalk ~27 feet wide (existing boardwalk is ~20 feet wide).
- The boardwalk would contain a bike path.

I have analyzed the data and photos collected during my site survey and make the following statements with regard to a residential boardwalk:

Crime attractors are created when targets are located at nodal activity points of individuals who have a greater willingness to commit crimes. **Given the setting and current landuse in Margate, I do not believe a residential boardwalk would serve as a crime attractor.** I come to this conclusion based on the following:

- The crime rates, currently, in Margate and Ventnor are similarly low. Ventnor (with a board walk) does not have significantly more crime than Margate.

- Generally, landuse that contributes to generating or attracting crime is commercial and typically within three blocks from the (potential) crime attractor. The landuse in Margate is mainly residential in the three blocks surrounding the site of the proposed boardwalk.
- The proposed boardwalk could increase informal surveillance. Residents biking, walking, jogging, or sitting could provide increased levels of surveillance which could deter residential burglaries. In fact, the boardwalk could serve as a protective factor against residential burglaries for those houses directly on the beach and on the blocks between Atlantic Avenue and the boardwalk.
- Assuming Margate police would utilize the boardwalk as Ventnor police do, the proposed boardwalk could increase formal surveillance. Police could patrol the boardwalk, assist residents and visitors, and respond faster to calls for service.

In addition, the following benefits are possible with the installation of a boardwalk in Margate:

- Increased pedestrian/runner/biker safety – residents may be more likely to walk, run, or bike on the boardwalk and less likely to impede traffic on Atlantic Avenue or on other streets in Margate.
- Residents and visitors would have easier access to the beach. This could positively impact those with children and the elderly. It could also provide greater access to the beach for those with physical limitations.
- It could maximize public use of the stretch of beach that is between houses and the dunes. Currently, portions of the beach are underutilized since there is no view of the ocean due to the obstruction of the dunes. The boardwalk would elevate sightlines putting the ocean in view.
- First responders, including Emergency Medical Services, may have faster and less obstructed access to residents or visitors utilizing the beach.

As noted above, in my best professional judgement, I do not believe that extending the residential boardwalk from Ventnor through Margate would lead to an increase in crime experienced by residents or visitors to Margate.

This report is based on my own professional judgment and is not endorsed or otherwise supported or approved by Stockton University.

If I can assist in any other way as you make your decision about the boardwalk, or any other crime related matter, please feel free to reach out.

Best,



Marissa P. Levy, Ph.D.
Professor of Criminal Justice

What's it going to cost *me* to build a Boardwalk in Margate?

For most of you, this may be the most important question you have.

It would be natural to think that we're talking about a big number; that each homeowner will have to pay thousands or tens of thousands of dollars for a board walk.

The actual cost of the Margate Boardwalk to individual homeowners is quite small.

The reality is that for a mere \$.30 to \$.52 / day from the average homeowner³, we can build the Margate Boardwalk. That's equal to one dinner out for four people (between \$110 – \$190 annually).

For illustrative purposes, we will use \$150 to represent the annual cost of the boardwalk, which is the cost of the mid-range Boardwalk version.

The average home in Margate, on which these particular figures were based, is valued at \$534,800. If your home is valued for less, you will pay less than these figures; if your home is valued for more, you will pay more.

These numbers assume that the Boardwalk will be paid for entirely by taxes – which we have good reason to believe will not be the case – and we will explain those reasons shortly.

Calculating your contribution to the Boardwalk

How can you calculate what your contribution to the Boardwalk could be?

1. Determine what you paid in city taxes last year
2. Take that number and multiply it by the following percentages, each representing a different version of the boardwalk:
 - The Stripped Down Version: 1.36% (.0136)
 - The Ventnor Style (or Me-Too) Version: 1.85% (.0185)
 - The Uniquely Margate Version: 2.34% (.0234)
3. The numbers represent your share in annual taxes for each version of the boardwalk⁴

³ The range of numbers we're giving here, represent the lowest and the highest cost versions of the Boardwalk. Note that these construction numbers are estimates.

⁴ Should you want some assistance in calculating this number, please contact a member of the Margate Boardwalk Committee.

How did we arrive at these numbers?

1. We collected construction estimates for 3 versions of the Boardwalk⁵
2. Created a bond schedule for each version⁶: 20 year repayment at a 4% interest rate⁷
3. Arrived at the % tax increase per household, by calculating increase from annual debt payments over current budget

Margate taxpayers likely will only have to pay for part of the Boardwalk costs

The numbers just provided, assume that taxpayers will have to pay for 100% of the boardwalk costs. That is a worst-case scenario which is unlikely.

Why? Because...

There are multiple, highly motivated sources of funding available for the boardwalk

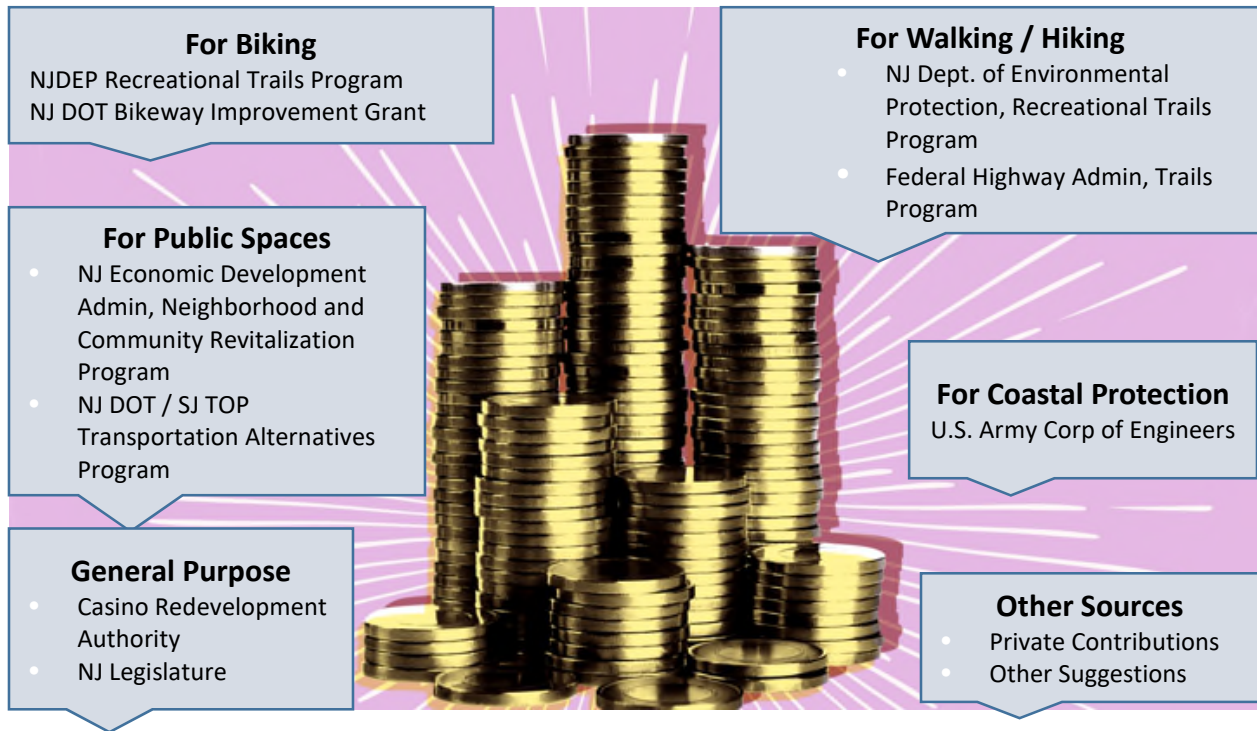
Taxpayers are just one source among many. The next diagram contains a partial list of relevant grant programs organized by various categories of interest.

⁵ See Table 4 on Cost Comparisons at the end of this section (Pg. 22) for the data on which our cost estimates were based.

⁶ Data on bond payments are listed in Table 5 on Pg. 22 at the end of this section of the report.

⁷ This interest rate is appropriate for infrastructure projects and appropriate given Margate's excellent AA bond rating.

Table 2. Sources of Grants to Fund a Boardwalk



And you may know of other sources – if you do, please tell us.

In fact, Margate has a track record of success in getting grants

- Raised \$623k in 2017 from 10 different federal, state and other sources for a variety of purposes
- The total raised by grants in 2017 constituted 78% of the annual cost of the Stripped Down Boardwalk version and 45% of the Ideal version

Any grants the city receives will reduce the amount to be financed.

Many cities in New Jersey, have successfully raised grant funding. And we feel certain we will also.

Boardwalks are *streets* and categorized as infrastructure investments

Before reviewing the total cost for the three versions of the Boardwalk, it's important to understand that Boardwalks are categorized as infrastructure investments. And decisions about infrastructure and streets are rarely brought to the attention of individual homeowners on a large scale.

The fact is that the city of Margate has a lot of experience in funding and supervising the construction of large infrastructure projects.

- For example, \$9.85mm for Road Improvements in 2019 (as a part of Capital Budget)
- \$7.2mm in outstanding bonds and notes for local schools

We are exploring 3 Boardwalk Versions

Table 3. Three Boardwalk Versions⁸

Version	Stripped-Down BW	Ventnor Style BW	Uniquely Margate BW
Total Constr. Cost⁹	\$14mm	\$19mm	\$24mm
Financed Cost	\$24mm	\$32mm	\$41mm
Annual Cost	\$802k	\$1.08mm	\$1.375mm

Investing in the Boardwalk is well within Margate’s Financial Capacity

- The city has excellent bond rating (AA) – S&P (2016)
- As of 2018, Margate is carrying ~ \$38.8mm in net debt
- Boardwalk would add between 2% to 4% to this figure
- Annual bond payments are well within Margate’s debt capacity of 3.5% of its total tax base; net debt in 2018 is 0.96%.
- State regulations require a 5% “deposit” on a bond issue – necessitating some adjustments to assumption of straight-line bond payments
- Municipalities have the option to increase annual payments to an amount no more than twice the size of the smallest annual payment, in any given year, in order to reduce interest costs

What can we expect in terms of maintenance costs?

- Minimal – the Boardwalk is a street, only much simpler and less costly
- In initial years, maintenance costs will be close to zero
- Maintenance costs for boardwalks are *typically so minor* that they are included in municipal street dept. budgets and not broken out separately

⁸ The actual cost for any project Boardwalk will only be known once a bid to build it is accepted.

⁹ These are our best case scenarios based on estimates and actual construction costs that are describe in Table 4 at the end of the finance section, on Pg. 22.

- The costs are difficult to estimate, as data from other boardwalks are not comparable (due to age, size or construction differences)
- Over the life-span of the boardwalk, costs will increase
- New materials and regular maintenance will minimize total expenditures

A Choice: Spending or Investing in a Social and Recreational Asset

Are you willing to forgo an evening out to invest in a Boardwalk that will last for 50 – 100 years, and be permanent source of pleasure to family, friends, yourself and your community?

The enduring Legacy that we could create now would...

- Insure beach access for everyone in your family
- Keep your kids safely off the street
- Create a gathering place, a new social and not just recreational, center
- Recreate the Boardwalk as the social artery of the city
- Make a lifetime of magical memories
- Bring back what made Margate special!

Financial Appendices

Table 4. Construction Cost Comparisons

Estimates

- Remington & Vernick estimate for Margate – \$19.3mm, based on Ventnor’s current boardwalk
- Walter’s Marine estimate for Margate: \$14mm - \$21.5mm, based on Ventnor and Belmar’s (NJ) designs
- Atlantic City (estimate) for compete rebuild: \$54mm
- Wildwood, NJ (estimate) for complete rebuild: \$65mm

Actual Builds

- Belmar (actual build) in 2013 – 2015: \$15mm for 1.5 miles x 27’
- Atlantic City North End (actual build): \$12mm for 1,650’ x 60’ on concrete piers

Table 5. Bond Table / Payment Schedule

	Stripped-Down BW	Ventnor Style BW	Uniquely Margate BW
Total Cost	\$14,000,000	\$19,000,000	\$24,000,000
Total Payments (w/interest)	\$24,061,731	\$32,655,204	\$41,248,681
Period	20 years	20 years	20 years
Interest Rate	4%	4%	4%
Total Interest	\$10,061,731	\$13,655,204	\$17,248,681
Annual Payments	\$802,057	\$1,088,506	\$1,374,956

Impact on Real Estate Values: The Boardwalk will *maintain* or *increase* real estate values – just look at what’s happening in Ventnor

While it is extremely difficult to find economic studies of the effect of non-commercial boardwalks on real estate values for situations comparable to Margate’s, the evidence from our closest neighbor Ventnor, whose situation is similar, suggests that the impact on real estate values in our city will be *favorable*. The beach blocks in Ventnor are currently enjoying a building boom.

In fact, we believe that increasing the security of beach block properties, will serve to maintain real estate values, if not actually increase them.

That the sea is one of the most beautiful and magnificent sights in Nature, all admit.

- John Joly

The Environmental Impact: Minimal

The construction of the Boardwalk will have limited impact on the environment, in part because the beach as it now exists is already a mostly manmade construct.

If anything, an elevated walkway above the beach lessens the human impact because people don’t directly access its surface area. It is also our understanding that the Army Corp of Engineers / NJDEP Environmental Impact study conducted for the dune project found no endangered species in the Project zone.

The Boardwalk we are planning (particularly the decking), will be built almost entirely of sustainable, biodegradable wood products from the U.S. (black locust).

An environmental Impact study will need to be conducted by the state of New Jersey as a part of the application for a Boardwalk construction permit.

"It always seems impossible until it's done."

- Nelson Mandela,
President of South Africa

Conclusion: Build a Boardwalk in Margate



Margate has had a dune system imposed on it that was designed for a Boardwalk town, not a seaside community¹⁰, and we are being forced to deal with the serious problems that created: a lack to access to the beach by large portions of our community, lost views of the sea and ocean breeze from our streets and homes and the loss of the physical and social connections that make us a beach community and a wonderful place to live.

Ironically, we now have an opportunity to transform the damage done by the dunes and the "Dead Zone" and turn them into an asset. How? By building a Boardwalk that will restore the Magic to Margate.

A new Boardwalk would upgrade for our present beach-scape and serve as a wonderful new attraction for residents and visitors alike. It will quickly become the pride and the joy of our community – a legacy for many generations to come.

Building a new Boardwalk here is very DOABLE. And it can be done quickly.¹¹

¹⁰ Ventnor built their dunes in order to protect their Boardwalk. If we build a Boardwalk in the Dead Zone, the dunes will act to protect it.

¹¹ Although the circumstances are different, the Belmar Boardwalk, which is the exact same length as the one we are proposing for Margate, was constructed in 3 months.

We hope that we've done our job and given you sufficient information to make an informed choice. If you agree with our recommendations, please join us in advocating for A Margate Boardwalk for the 21st Century.



“Democracy is based upon the conviction that there are extraordinary possibilities in ordinary people.”

- Harry Emerson Fosdick

Next Steps: Process and Politics

Over the next several months, The Margate Boardwalk Committee will be discussing the recommendations contained in this report with various local and regional elected and appointed Representatives in pursuit of our goal.

The decision to build a Boardwalk in Margate should be made by the entire community – year-round as well as part-time residents.

Here are what we believe to be the next steps in the process:

1. Sign our (MBC's)¹² petition on the Boardwalk requesting a public referendum for local voters and a public poll of all property owners
2. Express your views in support of a Boardwalk to all three commissioners and request that they conduct a referendum on this matter
3. Talk to your neighbors and encourage them to support the Boardwalk
4. Help us continue to advocate for the Boardwalk by donating your time and / or money to make this vision a reality by visiting our GoFundMe page:
<https://www.gofundme.com/f/the-margate-boardwalk-committee>

¹² MBC – The Margate Boardwalk Committee

About Us

This report has been created by the collective efforts of **The Margate Boardwalk Committee**, whose members are: **Glenn Klotz, Stefanie Bloch, Ellen Lichtenstein** and **Steve Davidson**.

The Margate Boardwalk Committee, Inc. is a Non-profit 501c3 (Charitable) Corp. registered in the state of New Jersey.

The Margate Boardwalk Auxiliary – is the associated public group of volunteers that is working alongside the Margate Boardwalk Committee Inc. The Margate Boardwalk Auxiliary is free to join and open to the public. Simply give us your name, and email address or mailing address. Your phone number is optional. You will be put on the group's email list for its monthly Newsletter.

Donate and Volunteer

The Margate Boardwalk Committee & The Margate Boardwalk Auxiliary needs donations to do our work (e.g., printing and renting facilities and equipment for presentations). Please visit our crowdfunding site at: GOFUNDME.Com (<https://www.gofundme.com/f/the-margate-boardwalk-committee>) and contribute to our work. Or visit our website at: www.themargateboardwalk.com to join.

We also need volunteers to help us with our various projects. Come talk to us. Thanks!!