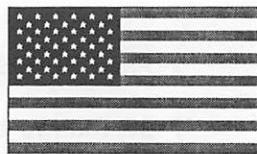




OCEAN PARK CIVIC LEAGUE

NEWSLETTER



May 2002

Serving the Ocean Park Community

Meeting Notice
Thursday, May 2, 2002
@ Ocean Park Volunteer Fire & Rescue H. Q.
Time: Social-7:00 to 7:30 P. M.
Meeting: 7:30 to 8:45 P. M. Sharp!!

COME TO THE MEETING TO LEARN ABOUT THE URGENT ISSUES: THE PROPOSED OF THE FIRE DEPARTMENT FROM OCEAN PARK, THE RESCUE'S SQUADS POSITION, AND THE NEW CIVIC LEAGUE WEBSITE.

We will have an update on the City's recommendation to move the Ocean Park Engine Company to a new fire station on to the Sunstates property located on Shore Drive near Great Neck Road. We presented our position to City Council at their April 9th meeting, and at the open Budget hearing on April 18th. This is an important issue to our community. I urge you to attend the May 2nd meeting.

Kreg Kinney, President of the Ocean Park Rescue Squad also attended the April 9th City Council meeting. He made their position clear. They will remain at the current site, which they own, whether the City moves the Engine Company or not.

The Ocean Park Civic League Internet Website is up and running online now.

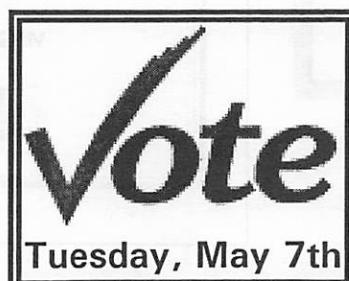
Tim Solanic did a splendid job fashioning it. We owe him a debt of

gratitude in making our community known worldwide. We will work to expand the utility of this website to become a major communication link to our membership and the community. Please visit: www.OPCL.org

We will elect new Officers for the Ocean Park Civic League at our May 2nd meeting. It is an important time for members to attend to vote. Our nomination committee has put together a slate of candidates. Nominations can also be made during the meeting.

In addition, the City Council election is May 7th. Remember that date to vote as well!

Wendy Vaughn, Co president



Meeting Agenda

(We will keep to the time schedule)

7-7:30 Refreshments /Social

7:30 Pledge to the Flag- Meeting called to order

7:35 Election of Officers for 2002-2004 term - Nominating committee - Billy Hook

8:00 Update on City plan to relocate Fire Engine Company - Wendy Vaughn

8:10 Shore Drive Coalition update - Anne Kane

8:20 Old Firehouse property update - John Wigmore

8:30 New Business

8:40 Door Prizes-Three (3)Twenty-five dollar (\$25.) Gift Certificates and other items will be given at the conclusion of the meeting. You must be present to win.

8:45pm Adjourn-Good night-Firm!

DONORS OF GIFT CERTIFICATES & OTHER ITEMS: DUCK IN, LYNN HUME RE/MAX CENTRAL REALTY, BAYSIDE EXXON, THREE OF HEARTS STYLING SALON

Ocean Park Civic League Officers

P. O. Box 55385, Virginia Beach, VA 23471

Executive Committee

Donna Epperson (Phone: 460-3052)

William Sykes (Phone: 464-2015)

Wendy Vaughn (Phone: 363-9141)

Past President

James J. McElligott, Jr. (Phone: 412-0941)

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Nancy Taylor

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South Side Liaison

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(Phone:460-2431)

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OCEAN PARK BAPTIST CHURCH

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WORSHIP AT 10:30 A.M.

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Ocean Park Civic League
2081 Tazewell Rd.
Virginia Beach, VA 23455

The Honorable Meyera E. Oberndorf
Members of Virginia Beach City Council
2401 Courthouse Drive
City Hall, Building #1
Municipal Center
Virginia Beach, Virginia 23456

April 9, 2002

Dear Mayor Oberndorf and Councilmen:

The Ocean Park Civic League proudly supports the volunteers of Ocean Park Volunteer Fire and Rescue Squad and the career firefighters of the City of Virginia Beach's Engine Company One. The shared history of Ocean Park residents and the Rescue Squad and Engine Company is a source of pride for our community. As you are no doubt aware, the Ocean Park Volunteer Fire and Rescue Squad is the oldest of the City's rescue squads and was the first fire company in Virginia Beach. The building housing the Rescue Squad and Engine Company One provides a meeting place for the citizens of Ocean Park. In fact, the deed held by the Rescue Squad provides that the property shall be available to the citizens of Ocean Park as a gathering place. The importance of the Rescue Squad to Ocean Park, and vice versa, is evidenced by the generous financial support Ocean Park residents provide the Rescue Squad every year. From the Squad's inception, voluntary donations from the Ocean Park community have provided over half of the Rescue Squad's operating budget.

Ocean Park citizens also are committed to supporting Engine Company One, and believe that the City's decision to relocate Engine Company One (and to try to persuade the Ocean Park Volunteer Fire and Rescue Squad to relocate with them) is premature and believe that additional information must be considered prior to making such a significant decision. The Ocean Park Civic League opposes the relocation of Engine Company One from its current location in Ocean Park, and asks that the City continue its evaluation and involve members of the community in the process.

The citizens of Ocean Park are concerned by the City's decision to relocate Engine Company One for many reasons. The proposed relocation is based upon a study commissioned by the Fire Department that has not been made available for the citizens of Ocean Park to review. Fire Chief Gregory Cade presented certain findings from the study at the March meeting of the Ocean Park Civic League, but the study itself, with its underlying facts, assumptions and methodology has not been subjected to the review of the community most affected by its recommendations. While the Rescue Squad was provided a copy of the final version of the study, the study was developed without the Rescue Squad's input. The HBA study itself should be available for review by Rescue Squad leadership and the citizens of Ocean Park, and the feedback from these constituents should be evaluated objectively and in good faith by the City. Chief Cade's presentation to the Civic League was very informative, but was clearly designed to explain the City's decision and not to solicit or consider the input of the affected communities.

The Ocean Park Civic League believes that information in addition to that in the HBA study should be formally considered prior to any decision to relocate the Ocean Park station, and certainly prior to funding the acquisition of the property for the proposed new location. In addition to average city wide response times, factors such as population densities and actual response times along the Shore Drive corridor

should be evaluated. Alternate site plans and the cost to City taxpayers also should be considered. The Ocean Park Volunteer Fire and Rescue Squad has developed a plan for a new facility at its current location that would accommodate both the Rescue Squad and Engine Company One, including Engine Company One's planned acquisition of a ladder truck. The Rescue Squad plan does not require a real estate purchase of \$850,000.00. The Ocean Park Civic League believes that the relative costs of relocating Engine Company One versus rebuilding on the current site should be more closely evaluated by the City. We ask that the City open-mindedly and objectively consider the Rescue Squad's alternate building plan on the existing site. The evaluation process should ensure that the affected residents are involved in a timely, open, and honest manner.

Finally, the Ocean Park Civic League requests that the City reconsider its efforts to persuade the Rescue Squad to relocate with Engine Company One. The Rescue Squad's base of support is the Ocean Park community. Not only does Ocean Park support the Rescue Squad financially, but Ocean Park citizens consider both the Rescue Squad and Engine Company One to be a vital, integral part of what makes Ocean Park a distinct community with a proud heritage. Asking them to move to another community is asking them to erase more than fifty years of progress in building a base of financial and community support. This sentiment is reciprocal, as the Rescue Squad membership has resolved to maintain operations at its current location.

Thank you for your consideration of this issue. The citizens of Ocean Park look forward to working with the City toward a solution that benefits all affected parties.

Sincerely,

Wendy Vaughn
President
Ocean Park Civic League

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OUR BEACHES - ON THE PASSIVE WAR SIDE OF THE NEW WAR

For six months following the terrorist attack on September 11, our beaches have been the anchor of the southern axis of the maritime picket line across Chesapeake Bay protecting Hampton Roads.

Residents living on Jefferson Boulevard, Seagull Bluff Drive and Whispering Oaks could look out of their windows and see Coast Guard Medium Endurance Cutters and Navy Patrol Coastal ships maintaining a vigilant posture, some only a half mile from the shore. The passive side of the new war was being played out before us. The most impressive sites were that of the aircraft carriers being escorted by patrol craft and armed helicopters as they transited Thimble Shoal Channel, a scene not seen since World War Two. Within the past month, the presence of the patrol craft has lessened.



Coast Guard Medium
Endurance Cutter

Newsletter Distribution Volunteers

Thank you to Maya Swanson, a Middle School student, for volunteering to deliver newsletters as a community service project.

Meeting Refreshment Committee:

Thank you to Nancy Koch for her efforts this past year in coordinating the refreshments for our meetings. Those wishing to assist Nancy should call her at: 560-9033



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**Ocean Park Civic League
2081 Tazewell Rd.
Virginia Beach, VA 23455**

The Honorable Meyera E. Oberndorf
Members of Virginia Beach City Council
2401 Courthouse Drive
City Hall, Building #1
Municipal Center
Virginia Beach, Virginia 23456

April 17, 2002

Dear Mayor Oberndorf and Councilmen:

As stated in our April 9, 2002 letter, the Ocean Park Civic League (OPCL) supports the City's efforts to provide the best possible fire and emergency response service to its citizens. As the host community for the oldest fire and rescue response company in Virginia Beach, Ocean Park citizens are proud of their shared history with the Rescue Squad and Engine Company One. This letter sets forth in more detail our reservations regarding the City's apparent decision to relocate Engine Company One from its present site to the former Sunstates property, and asks that the City objectively and in good faith address the concerns raised by the OPCL.

The proposed relocation of Engine Company One is based upon a study commissioned by the Fire Department and conducted by HBA. The HBA study's analysis of Station One is incomplete, at best, as it does not consider the following things:

1. *Alternate Site Plans for the Current Location:* The Ocean Park Volunteer Rescue Squad (OPVRS) formed a building committee in July, 1999 to address the structural and spatial limitations of their current facility, a facility which Engine Company One shares as rent-free tenants. That study produced a site plan that would accommodate both the OPVRS and a Ladder Company on the current site, within setback requirements and without condemnation or acquisition of adjoining developed property. This plan was shared with City EMS and Fire Department personnel in December, 2000. The Rescue Squad site plan calls for the purchase of one adjoining undeveloped parcel, currently on the market with an asking price in the neighborhood of \$125,000. In contrast, the HBA Study calls for property acquisition to the tune of \$750,000. The proposed ordinance to acquire this property contemplates a purchase price of \$850,000. The OPVRS plan called for the OPVRS to contribute approximately half of the real property at the site to the Fire Department in exchange for financial assistance with construction of their new facilities. Additionally, the Rescue Squad site plan was developed with input from the City Fire Department regarding personnel living space and ladder truck maneuvering requirements. The HBA Study evaluated Station One without input from the OPVRS, and mistakenly designates Rescue Squad office space as "storage."

The HBA Study not only does not consider (or even mention) the alternate site plan developed by OPVRS, but is based on incorrect premises. As mentioned earlier, the HBA Study does not look at the relative property acquisition and construction costs of remaining at the current location versus relocating to the Sun States property. The HBA Study also states that a replacement facility could not be constructed on the current site within setback requirements, and further states that a "functional station layout" would require the acquisition or condemnation of residential property along Clipper Bay Drive.

The HBA Study further claims that no site plan on the current location could accommodate a ladder truck. However, the OPVRS site plan accommodates a ladder truck, meets the same operational requirements as the HBA "prototype" site plan, and does fit on the current site, within setback requirements. And even if condemnation or outright acquisition of the residential property on the affected block of Clipper Bay Drive were required, the HBA Study does not consider that, at current appraised values, the cost of such acquisition would actually be comparable to the current asking price of \$850,000 for the Sun States property.

2. ***Response Time Analysis Looks only at Geography and not Population Density:*** The HBA Study advocates relocation of Station One in part because it will bring more of the northern Great Neck corridor within the critical four-minute response time window. The most important oversight of the Study, however, is that it does not address fire station locations that put the most *number of people* within the critical four-minute response time window. The OPVRS call logs indicate that the current location of Station One is near the center of the *population* to be protected by the Station's rescue services, if not near the center of the response area geography. Certainly Fire and Rescue capabilities need to be positioned with the primary concern of protecting human life, and the secondary concern of protecting structures. Not only does the HBA Study not address population versus geography, but its geographic analysis is based on a presumed average response speed of 35 miles per hour, or 2.33 miles per minute. The area at issue, the Shore Drive corridor, has a speed limit of 45 miles per hour. Actual response times should be considered in station location decisions along Shore Drive.

Finally, the proposed new location for the Engine Company would result in great inefficiency and wasted response capacity. The proposed new location brings most of the western part of First Landing State Park, which is largely uninhabited and undeveloped, within the critical four-minute response area. If the goal is to protect as many *people* as possible, instead of as much *geography* as possible, the citizens of the "North Shore" area would be better served by leaving Station One in its current location and building a new facility in the northern half of the Great Neck corridor that would also include the most eastern reaches of Shore Drive in its coverage area. The HBA Study also fails to address the effect the proposed Station 22 would have on response coverage to the west of the area currently covered by Stations 4 and 1. For example, if Station 4 were to be relocated further South along Northampton Blvd, adequate coverage in that part of the city might be provided without the added expense of constructing another fire station..

3. ***Comparative Cost Analysis:*** The HBA Study does not consider relative costs of coverage and location alternatives. It merely states where stations should be located, and the cost of building the same prototype station in each location. As mentioned above, a site plan at the current location accommodates rescue and ladder company requirements with only an estimated \$135,000 property acquisition. The proposed funding ordinance before City Council asks for \$850,000. Additionally, the HBA Study recommends and provides cost estimates for construction of a new Station One near the intersection of Shore Drive and Great Neck Road that would accommodate a rescue squad that has repeatedly and unequivocally stated that it is not leaving Ocean Park. Finally, the HBA study recommends \$250,000 be spent for traffic signals at the Great Neck and Shore Drive intersection, which is similar to an intersection identified by the study as problematic for Station 9.

The factual and logical shortcomings of the HBA Study are material and surprising and should be evaluated critically before the HBA Study is implemented.

The most disappointing aspect of the City's decision to pursue relocating Station One, however, is the manner in which the decision has been reached. On June 6, 2000 Bob Stanton and Kal Kassir, of the Shore Drive Advisory Committee, facilitated a meeting Between OPVRS and the Fire Department to discuss building plans for the Ocean Park station. Both OPVRS and the Fire Department were to develop preliminary site studies for the Ocean park location. OPVRS presented its preliminary site study to Fire Chief Gregory Cade in December, 2000. The City Fire Dept. never presented a preliminary site study to OPVRS, nor did the fire Department respond to OPVRS's preliminary site study. In the intervening time OPVRS examined station location options, and as a result of this investigation, decided to build a new facility at the current Ocean Park site. The first of two OPVRS resolutions to remain at their current site was presented to the City on March 23, 2001. The second was given to City Council on April 9, 2002. The Rescue Squad's decision to remain at its current location is not even acknowledged in the HBA Study. And not only is the Rescue Squad's alternate site plan not addressed in the HBA Study, it isn't even mentioned.

Early promises by the City to work together with the community and the Rescue Squad have not materialized, with the end result being a Study built on assumptions instead of facts and ignoring the needs and concerns of those most affected by it. The following statement in the HBA Study most poignantly illustrates this shortcoming:

"It is recommended that, upon construction of a replacement Station #1 at a new site in the vicinity of Shore and Great Neck Road, the current site be turned over to its original owners. The City should enter discussion over responsibility for demolition of the existing structures."

HBA Study, T1-24. What this statement blindly ignores is that the "original owners" are the current owners of the site. And that as the current owners of the property, the OPVRS has made clear in two separate resolutions that they do not intend to leave it. Not only is the land owned by an independent organization that has affirmatively indicated its intent to remain there, but the deed requires that the site be used for a fire engine house and that the site provide a meeting place for the citizens of Ocean Park. In light of these facts, the suggestion that the City "enter discussion over responsibility for demolition of the existing structures" is, at best, misguided.

The Fire and Rescue Station One distinguishes Ocean Park. It is both a testament to the community's commitment to the Fire Company and Rescue Squad, and a reminder to the community of its duty to support them. We ask that the City respect the importance of Ocean Park's relationship with the property and people of Fire and Rescue Station One, and openly and objectively address the concerns raised in this letter.

Sincerely,

Wendy Vaughn
President
Ocean Park Civic League

SHORE DRIVE IMPROVEMENT

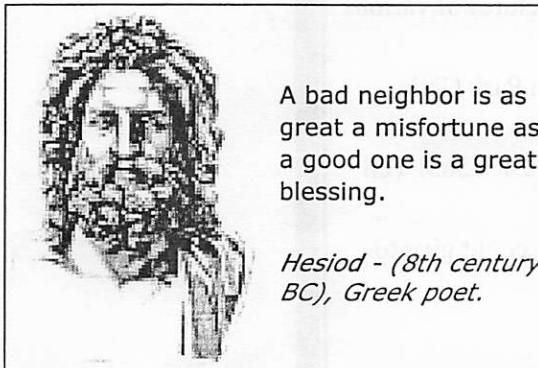
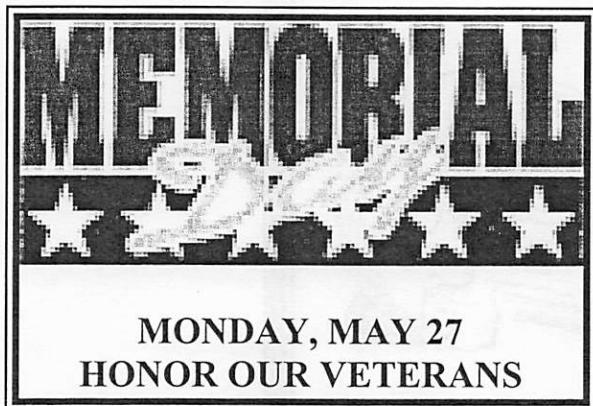
On the day of our last civic league meeting, March 7, 2002, the Virginian Pilot's section of The Beacon ran a banner headline: City is taking a close look at Shore Drive appearance. We discussed this story briefly at the meeting. It is not a one-time story, but an ongoing issue not only for our community in Ocean Park, but for all the communities along Shore Drive.

Although the proposed Shore Drive Corridor Design Guidelines seek a uniform look for Shore Drive they are not in place. Their intention and purpose have been cognizant to the community for a long while.

We commend the Virginia Beach Planning Department and the Shore Drive Advisory Board for their action in halting recent infractions of building/zoning codes.

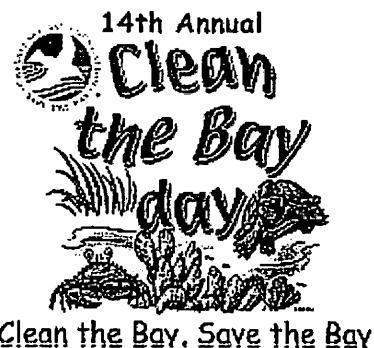
The Ocean Park community believes that Shore Drive Appearance is not just about the architecture and landscaping along Shore Drive, but within our neighborhoods, and compliance with building, safety and zoning codes is the first step in improvement. A good example of thoughtful development within codes is the duplex at the corner of East Stratford and Piedmont Circle. The builder constructed an interesting, aesthetically pleasing duplex within the circle of Live Oaks which he not only saved, but had an arborist check out. The construction of that property was also done within all setback codes. The property contributes to the beach theme and beauty of the neighborhood.

Residents with questions about zoning or building issues should call City Planning or contact our Councilman Louis Jones.



An advertisement for "THE THREE OF HEARTS STYLING SALON". It features a black and white photo of a woman, presumably Kelley McElligott/Hughey, the stylist/owner. The text includes the salon's name, the owner's name, address (Hilltop North, Salon Plaza - Suite 111, Virginia Beach, Virginia 23451), and phone number (757-589-2384). It also highlights a "GRAND OPENING SPECIAL" with a present card at time of service, and offers for a free child's haircut with each adult haircut, \$10.00 off any foil, and \$5.00 off cut, color, or perm. The bottom of the ad says "WALK-INS WELCOME" and lists the phone number again.

HELP CLEAN HAMPTON ROADS WATERWAYS



Clean the Bay. Save the Bay

The Chesapeake Bay Foundation and its partner localities are seeking volunteers for the 14th Annual Clean the Bay Day, Saturday, June 1, 2002 from 9 a.m. — 12 Noon. Boaters, divers and landlubbers are welcome.

Besides being a public eyesore, shoreline litter can be harmful to wildlife, a source of toxic water pollution and symptomatic of other, less visible forms of pollution entering local waterways. Since 1989, over 58,000 Clean the Bay It's a great opportunity for individuals, families and groups to help clean up debris from waterways across Hampton Roads. Day volunteers have removed nearly 3,770,000 pounds of debris from 2,700 miles of area shoreline.

What to wear: hard sole, closed-toe shoes and clothes appropriate to weather conditions and site conditions. Long pants and long sleeved-shirts are recommended for rough terrain, brambles, etc. Ask your City Coordinator or Zone Captain for advice.

What to bring: work gloves, a hat, water, sun screen, bug spray, and allergy medication (if you have allergies to bee stings, etc).

**Become a better steward of the Chesapeake Bay
and participate by cleaning up debris in your neighborhood!**

OCEAN PARK CIVIC LEAGUE ON THE INTERNET

Concerned about important issues in Ocean Park like what is happening to Fire Company #1 or the Lesner Bridge?

Looking for that copy of a Newsletter you misplaced?

Researching the incredible history of Ocean Park?

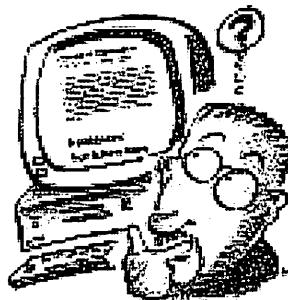
Looking for that important contact information so you can be heard at City Hall or State Legislature?

Maybe you're trying to find old and new pictures of various sites in Ocean Park.

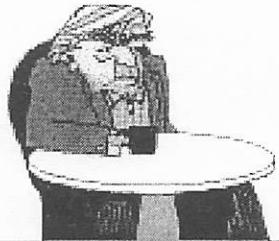
Welcome to the Official Web Site of Ocean Park Civic League: www.OPCL.Org

Check it out now. Check it out often. Open 24/7/365! Tell Everyone!

We'd love your feedback and any help you could give to make OPCL.Org as great as Ocean Park!



SIDEWALK CAFES



All over the world, people love to sit in outdoor cafes to eat, drink, socialize, or just watch the people walking down the street. Some have outdoor cafes with their own special charm and character. They may be in glittering shopping areas or in the demimonde of a city. They are located on the great boulevards of Europe. They may be on the Champs Elysees, or in this country at Venice Beach or East Village.

You need not go far to enjoy that kind of respite. On a warm Saturday or Sunday morning, go over the Lesner Bridge. Stop at Starbucks Coffee on Shore Drive. Purchase a caffe latte or a tasty drink; take a seat at one of the tables on the patio and watch the local people go by, or observe who may be sitting next to you. Most interesting.

SEE THE VIEW



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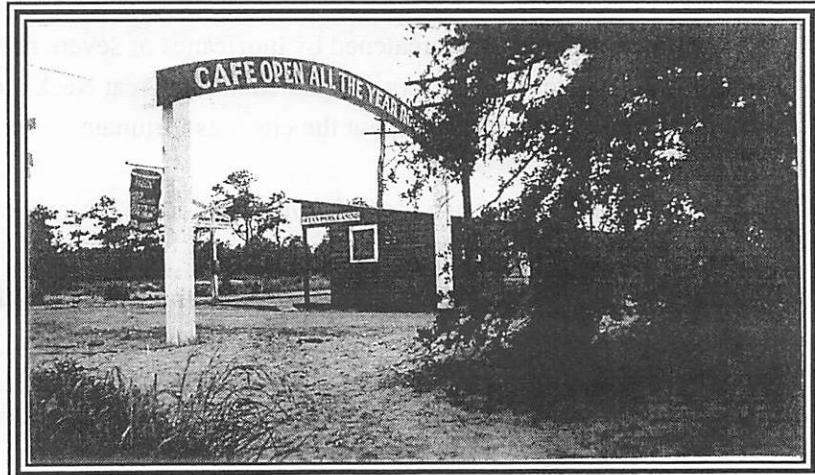


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AN OLD LANDMARK OF OCEAN PARK

Recently some very interesting photographs came into the possession of William Hook, lifelong resident, one of our historians and noted onlooker of life in Ocean Park. His aunt, Arlene Fentress, 92, gave him these pictures. He will share them with the community in future editions of the newsletter.

This photograph(circa 1928) was taken at the location of what is now Shore Drive, Roanoke Avenue and West Stratford. A railroad ran from Norfolk to the Oceanfront. The tracks can be seen as well as the railroad crossing sign. The old wood building in the photograph stands where a large white cement block building has been under construction recently.



OCEAN PARK VOLUNTEER FIRE & RESCUE

57 Years of Caring

1944-2001

Part III

WILLIAM G. SYKES

The 1980s and 1990s

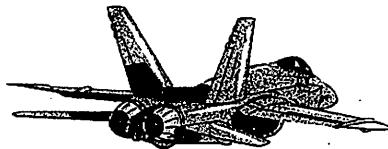
As the end of the 20th Century approached, the city grew at an ever-increasing rate. The "Shore Drive Corridor" became a mecca for oceanside living, which gave rise to several problems unique to the Ocean Park area. Narrow streets, high-rise condominiums, high density housing, and boating accidents became the norm. But the rescue service rose to the occasion.

Especially distressing were the water incidents. With the higher concentration of residents, the increase in boating and swimming/diving incidents was dramatic. There were, and are, simply too many people in too little space. A multiple drowning incident near the corner of Diamond Springs Road and Shore Drive demonstrated the need for better access to shallower areas of the bay and in-shore lakes. Frank Shield, currently an active lifetime member, created the Inshore Surf Rescue Team in 1985. The team's primary mode of transportation on the water was a rigid hull inflatable boat, commonly referred to as a "zodiac" (for the brand name). These boats are extremely light and stable, allowing them to be launched from any smooth surface, as well as the beach. In 1998, the "Boat Team" responded to over 30 distress calls, including several search-and-rescue situations. It won special recognition from the Veterans of Foreign Wars. Also, the 1997 Harborfest Boat Race saw Ocean Park's own take the checkered flag! Today, the team has been incorporated into the Virginia Beach Dive Rescue Team, under the command of the Special Operations Division of the Department of Emergency Medical Services.

When the area was threatened by hurricanes or severe northeasters. Ocean Park crews stationed themselves at emergency shelters designated in the Great Neck area. Hurricanes Felix, Bonnie, and Floyd threatened, and gave a close call, but the city was fortunate.

But who knows when the "Big One" will come? Ocean Park will be ready.

Next Edition, September 2002- Part IV- Technology and Pre Hospital Care



SHORE DRIVE COMMUNITY COALITION

The next meeting of the Shore Drive Community Coalition will be held Monday, April 29 at the Ocean Park Fire and Rescue Squad Station (7:30-9:00 P. M.) I will be providing a report at the Ocean Park Civic League meeting on Thursday, May 2, but I certainly encourage all residents to attend these meetings. Many of the Shore Drive items are Ocean Park items. A united front is the key to success.

This month's agenda includes: Virginia Beach candidates for City Council and their survey response to issues that concern the Shore Drive Corridor, Lesner Bridge replacement and Budget Hearing results, Shore Drive Transportation Study, Architectural Guidelines, Fire Department location and Rescue Squad Building and other officer's reports.

Heads Up! The wildly successful SDCC Oyster Roast is returning. Mark your calendars for Saturday, September 28, 2002.. Once again, it has been scheduled to coincide with the Chesapeake Bay Bridge-Tunnel Walk. Details will follow.

Anne Kane, Ocean Park Civic League liaison to the Shore Drive Community Coalition

NOTE FROM YOUR TREASURER

Actually, this is special recognition of Ocean Park Civic League members who, for whatever reason, have paid their dues in advance.

James B.	12/04	Tom & Diane McL.	12/05
Dan B.	12/04	Love D.	12/06
Michael & Jackie B.	12/04	Denise Q.	12/11
Gerald & Gloria P.	12/04		

Many have commented that they are impressed with the accomplishments of the OPCL to improve our neighborhood. Others are happy to "keep the presses running" and appreciate getting the newsletter.

Hopefully, I have not caused any unwanted attention to these individuals, yet, I want to assure everyone that I do annotate the files every time you pay your dues.

Anne Kane, Treasurer, OPCL

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Phone: 460-0608

MEMBERSHIP DUES

In the Ocean Park community, there are more than 1,100 residences and businesses. Only one quarter of the families and businesses maintain a membership in the Ocean Park Civic League. Surely, we can all do more to support our civic league. It works for all of us every day. Dues are just \$5.00 per year. If you have not sent your membership dues check in for this year-do it now!

Just fill in the Membership Application. Send it in today. You will be helping your community and yourself.

If you attend the next meeting, please give your dues to Anne Kane, our treasurer.

.....

MEMBERSHIP APPLICATION- YEAR 2002

NAME:.....

ADDRESS:.....

PHONE:..... RENT:..... OWN:.....

YEARS IN OP:.....

Areas of Interest in Ocean Park Civic League (Check Off)

Newsletter contributions.....

New Development.....

Newsletter distribution.....

Zoning

Refreshments, civic league meetings.....

Crime Watch Committee.....

Social Events Committee.....

Suggestions.....(Your remarks, please.)



Mail this Application with your dues, Five (\$5.00) to:

Ocean Park Civic League (OPCL), P. O Box 55385,
Virginia Beach, Virginia 23471