

Beach Commission Minutes- Meeting of 10/13/2015

Attending: Rian Wilkinson, Bill Seiple, Henry Pine, Dave Leys, Gary Lapidas, Charlene Cirillo, John Ceglaski, John Crimmins, Will Cronin, Antone Viveiros, Tom O'Loughlin, Warren Hall, Rick Lombardi Northeast Engineers Steve Hotten and Nathaniel Merriman

1. Open Meeting 4:30

2. Approved Minutes of September 8, 2015- No changes

3. Presentation – Northeast Engineering- Crossover dune walkways

4. Beach Commission questions

a. Width of walkways- 5'. This does not allow 2 patrons to pass, especially carrying beach gear, surfboards, children etc. Recommend 6-8' wide.

b. Stairs- some walks had to up to 60 stairs, 30 up from the parking lot and 30 down onto the beach. This would make it , virtually, impossible for most patrons to get all their equipment to the beach including tents, coolers, umbrellas, beach carts, SUPs etc. Also, young children and older people would find this to be a major obstacle. Slipping and falling on the sandy stairs would be a major concern.

*** If there was an in-season storm, the stairs would, most likely, be destroyed. It, therefore, would be impossible to gain access to the beach and the town would be faced with expensive repair costs.**

c. Appearance- walks up to 12-20' high would change the entire character of the beach. Each path would be a mass of pilings and, out of scale, walkways.

d. Raised ramp (main building) 350' long x 15' wide. This raised

ramp 12-15' high would extend from the parking lot (East side of the shade structure) to somewhere on the main beach. This ramp would be used, mostly, for beach vehicles. It would, basically, bisect the current opening. There would, also, be an additional raised walkway from the building deck to the beach for all beach traffic going to the pavilion, concession, bathrooms, showers, or to access/ exit the beach. This would cause terrible congestion around an, already, crowded deck. This would be the only ADA compliant walkway. The beach commission felt this mass of walkways would be an incredible eyesore and is not acceptable. The beach commission , also, felt there would be an a very strong reaction by the town's residents if such a plan was implemented.

e. Cost- There was no cost available. It was estimated, at one time, to be \$50,000.00 per walk. However, the 350' main walk would cost, significantly, more, estimated 400-500K.

Alternative Suggestions:

1. Modify the "continuous dune" concept. It does not seem to be practical without changing the entire nature of the beach.

2. Extensive planting and fencing all paths would have similar results without changing the character of the beach.

a. Paths 6, 7 & 8 were not breached by super storm Sandy because the sand have accumulated up to an estimated 8-10' on the paths.

* Reduce the width of all paths, as they empty onto the beach.

Some beach openings are over 50' wide- causing dune erosion.

3. Raise existing paths by 2-6' not 5-15'. This will retain the natural appearance of the beach. Walks would go THROUGH NOT OVER the dunes. This would retain current beach aesthetics.

4. Paths 1, 2 & 3 main were breached because the paths had only a few feet of sand or were on grade level.

5. Main Building- close dunes, plant and fence, but leave open a small area for patrons, beach vehicles.

Conclusions:

1. Proposed plan would not be acceptable to the beach commission and, most likely, would bring a very negative response from residents/ patrons.

2. It is felt this plan would, in effect, destroy the beach as we know it. It is possible to preserve the beach without such drastic changes.

3. The town representatives and Northeast Engineering accepted the beach commission recommendations and will get back.

Beach Building Report:

The representatives from Northeast Engineering gave an over view of the Second Beach Pavilion study.

Conclusion: The building is, basically, structurally sound. However, it will need extensive, near term, repairs to remain functional. It will be up to the town to prioritize the repairs schedule.

The engineers gave a rough estimate of \$300,000-\$500,000 to make the necessary repairs. This estimate does not include electrical

(scheduled for the spring), plumbing or rail replacement.