



TOWN OF WELLFLEET

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To: Beach Parking Task Force
From: Harry Terkanian, Town Administrator
Subject: September 18, 2013 Meeting Notes
Date: September 25, 2013

Meeting held in the Town Hall hearing room 2:00 PM to 3:15PM

Attendees: Harry Terkanian, Paul Lindberg, Ronald Fisette, Rich Pauley, Terry Gips, Suzanne Thomas, David Rheault, Judy Rogers and Todd LeBart.

The committee reviewed the committee charge, the major element of which was to recommend possible short and long term solutions to the beach parking issues revealed during the winter of 2012-2013. The committee also reviewed the DPW estimate of costs associated with the beach damage sustained during the winter of 2012 – 2013, in particular the cost of restoring the damage from the February 8th storm. The total DPW estimate of \$93,820 breaks down as follows: material - \$49,950; DPW man hours \$14,520; equipment rental \$5,400; DPW equipment use costs \$20, 950; and fuel estimated at \$3,000. The 2012 – 2013 restoration used much of the Town's stock of suitable material. Clay, mixed with sand is used to construct the pathways from the parking lots down to the beaches. The lots with the higher elevations (Whitecrest and Cahoon Hollow) can require significant quantities of material just for restoring access from the parking to the beach.

The Mass Coastal Zone Management Shoreline Change project shows that the historic rate of erosion at Cahoon Hollow averages about 2.75 feet annually. To the extent climate change and sea level rise effect the rate of erosion, the effect would only be to accelerate that rate. At Cahoon Hollow a 27 foot retreat of the face of the dune over a the course of a decade could reduce the Town's parking lot to a drop off/pickup site with little parking beyond that required for staff and emergence needs. The other three ocean beaches have parking areas which extend further back from the face of the bank so the short term these lots is still present but will be less dramatic.

Historical information from the Beach Administrator is that Newcomb Hollow has been cut back 74 feet over the past 22 years and that the other three ocean beaches are at greater risk due to the elevation of the parking lots above the beach. About 5% of the Town's ocean beach parking was lost this past winter and over recent years parking has been reduced from over 1,000 spaces to less than 800.

Todd LeBart reported that the shuttle he sponsored carried 13,000 passengers at a cost of \$1.33 per passenger. The size of the shuttle bus provided was adequate. Initially the route went from the Whitecrest lot to LeCount Hollow, back by the Whitecrest lot and

then to Cahoon Hollow and back. During the first 10 days of operation the shuttle to LeCount Hollow was discontinued. During discussion concern about shuttling beachgoers to LeCount Hollow was raised due to the narrowness of the Town's beachfront and the informal consensus was that shuttle service was more appropriate to beaches that could accommodate higher numbers of persons.

The committee discussed three possible parking alternatives: (1) enlarge the Whitecrest parking lot at the western (landward side of Ocean View Drive) end; (2) create additional parking at the sand pit; and (3) create additional parking on the land on Lawrence Road behind the elementary school ball field and water tower.

Pros and Cons of each site:

Whitecrest has an existing restroom and would only require a shuttle to Cahoon Hollow and/or Newcomb Hollow. However it is in the National Seashore and some coordination with the Seashore may be required to develop it further. Enlarging this lot would not provide relief for Ocean View Drive traffic. Administering an enlarged lot would probably not require additional staff.

The sand pit off West Main Street presents possible environmental issues due to its low elevation and possible drainage issues. The property is also used by the Town for other purposes. Staffing or a parking fee system would be required.

The Lawrence Road site is level, but would likely need water and restrooms constructed. It is a short shuttle ride to Cahoon Hollow and Whitecrest. Care would have to be taken to insure that the shuttle does not stop when passing the beach on Long Pond since additional beachgoers there might significantly stress the pond. Staffing or a parking fee system would be required.

Developing any of these sites will require permitting and engineering expertise and will not be a short term solution.

The Committee requested that Town Administrator contact the Cape Cod Commission to see if there is any planning assistance available, particularly on coastal erosion issues.