



Black Point
BEACH CLUB

Master Plan

Draft – February 2024

Table of Contents

Acknowledgements	2
Introduction.....	3
History and Background.....	4
Key Findings and Trends	5
Vision Statement.....	8
Goals, Objectives, and Actions.....	8
Goal 1: Improve the Financial Sustainability and Fiscal Accountability of the Association.....	9
Goal 2: Strengthen and Build Organizational Efficiency and Structure to Support a Proactive, Collaborative, and Accountable Association Governance.....	11
Goal 3: Invest in and Improve the Waterfront to Support Long-Term Resiliency and Community Access.....	14
Goal 4: Foster a Healthy and Vibrant Lifestyle for All Community Members through Safe and Comfortable Access to Resources.....	19
Conclusions and Next Steps	23
Appendix A: Community Survey Results	
Appendix B: Existing Conditions and Community Assets	
Appendix C: 1986 Community Survey Results	
Appendix D: 2020 Waterfront Assessment and Potential Costs	

Acknowledgements

Master Plan Steering Committee Members

Peter Baril
Frank Carmon
Colleen Chapin
Rick Diachenko
Al Galati
Arlene Garrow
Joe Katzbek
Phil Lombardo
Ed Zito

with technical assistance from



Pat Gallagher, AICP
Mike Zuba, ACP

Introduction

What is a Master Plan?

This document presents Black Point's first community Master Plan. The Master Plan is intended to reflect the community's values and enables the Black Point Beach Club Association (BPBCA) to define its own strategy for maintaining and sustaining the high quality of life offered by the community for the next ten years and beyond. The Master Plan also contains a road map consisting of objectives, and action items that the community can implement to achieve its goals. This document is intended to be a "living document" that codifies existing or ongoing initiatives and serves as a blueprint for future decision making, while also maintaining flexibility to address unforeseen future challenges.

Master Planning Process

The development of the Master Plan was overseen by the Master Plan Steering Committee made up of representatives from the Board of Governors and the community at large. Technical assistance was provided by the consulting firm, The SLAM Collaborative. The Steering Committee reviewed technical materials, provided feedback and direction to the consultant, and served as project ambassadors.

The Master Plan was developed over a roughly 18-month process. The project began in the summer of 2022 with an inventory of existing conditions and community assets. This was a "point in time" inventory that evaluated information related to land use, natural resources, coastal resources, infrastructure, and community facilities. This task identified key trends and conditions and potential focus areas that warranted a deeper dive as part of the planning process. For the full existing conditions report, please refer to Appendix B.

As a community-driven Master Plan, it was important that the planning process capture the opinions and concerns of residents. There was community involvement throughout the planning process. An online community survey was launched in fall of 2022 and 388 residents responded. Of those responses, there were 300 unique IP addresses.¹ It is estimated that roughly half of BPBCA households participated in the community survey.² The survey covered a broad range of topics including community strengths and weaknesses; beaches, boating, and piers; community facilities, and recreation; infrastructure; and land use and zoning. The community survey allowed the Steering Committee and consultant team to understand community sentiment and values that helped identify the Plan's focus areas. Survey results are included within the following narrative report; for full community survey results, please refer to Appendix A.

¹ In simple terms, an IP address, or Internet Protocol address, is like a unique home address for your computer or device on the internet. It's a set of numbers assigned to your connection location. This address is used for routing data to and from your device so that information can be sent and received accurately across the internet. IP addresses are not considered identifying information as they may change from time to time depending on your internet connection provider.

² No restrictions were placed on number of respondents per household. To retain anonymity, only IP address information was logged by the survey system. Typical expectations for online survey participation ranges between 20-40% depending on audience interest, demographics, and length of survey. As an approximate metric, 300 households out of 578 properties is 52%. It is worth understanding that of the 578 properties, several are empty lots or second properties.

In 1984 a Long Range Planning Committee (Matthew Borelli, Chair) mailed a survey to 523 residents. (Appendix C) With 249 responses, the general themes were quite similar to those generated from the 2022 survey. BOG minutes in the 2000s periodically refer to long range planning and capital improvements (e.g., 2010 – Tom Kelly & Daniel Lemieux).

In 2020, a Long Range Planning group (Phil Lombardo, Rick Diachenko, *et. al*) engaged an engineer to assess the waterfront infrastructure and provide broad recommendations and cost estimates for maintenance and improvements to waterfront infrastructure. (Appendix D) Following on the heels of the Steel Groin rehabilitation (Steve Beauchene, *et. al.*) this information resulted in increasing a line in the annual budget for securing long-term capital improvement funding. Subsequent budgets have increased that funding line with the understanding that planned contributions to infrastructure funding are more palatable than significant one-off assessments.

Those previous efforts have provided an important foundation for this Master Plan and the Steering Committee is grateful to these earlier efforts and hopes this effort will continue to help the Association continue to thrive for generations to come.

Key Findings and Trends

Throughout the Master Planning process, several key findings and trends emerged that informed the development of the goals, objectives, and actions. These items are summarized below.

Focus on the Beaches and Waterfront

Throughout the Master Planning process, the beaches and waterfront were identified as the central element of the Association's identity. These assets serve as the recreational and social hub for the community and contribute greatly to Black Point's quality of life and sense of community.



Image 3: South Beach area, looking southwest (2023)



Image 2: Beach areas, looking north (2022)



Image 4: Cardboard Boat Race, 2023
(image courtesy of Dan Diachenko)

As a coastal community, there are ongoing impacts of storms, coastal erosion, inundation, and intermittent flooding at beaches, sea walls, groins, and related infrastructure, and adjacent property. This results in a variety of short and long-term maintenance requirements, as well as potentially urgent damage of a less-predictable nature. Black Point will continue to experience - and will need to respond to - the impacts of these ongoing storms and coastal erosion.



Image 5: South Beach groin, January 2024 (image courtesy of Jan Orsini)

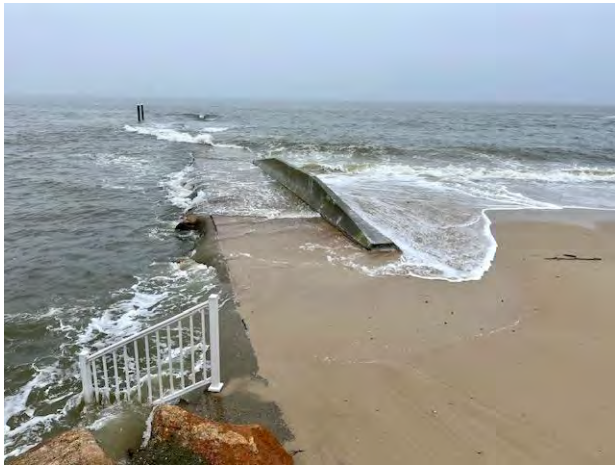


Image 6: Nehantic groin, January 2024 (image courtesy of Jan Orsini)

Black Point must maintain and enhance the beaches and coastal infrastructure such as groins, seawalls, and stormwater infrastructure to avoid catastrophic property damage and loss of existing resources, as well as to protect against these natural threats. Many of these investments will be expensive and will require greater financial planning and foresight by the Association than has been done in the past. While financial planning for these necessary investments has accelerated over recent years, this Plan is intended to inform these necessary capital planning and implementation efforts.

Changing Demographics and Shift to Year-Round Living

Historically, Black Point was primarily envisioned as a seasonal community. However, in recent decades there has been a growing shift towards year-round living. The community survey conducted in the fall of 2022 indicated that about half of the nearly 400 survey respondents were year-round residents. This is compared to the 1984 survey where 31% of the respondents were year-round residents. As Black Point's year-round population continues to grow, there may be increasing demand for services and facilities that support year-round use. The clubhouse is heated and recent efforts to provide additional insulation and temperature controls have been made. Additional investment may be necessary to support all-season programming and must be considered and balanced as part of the comprehensive needs and priorities of the community. Over

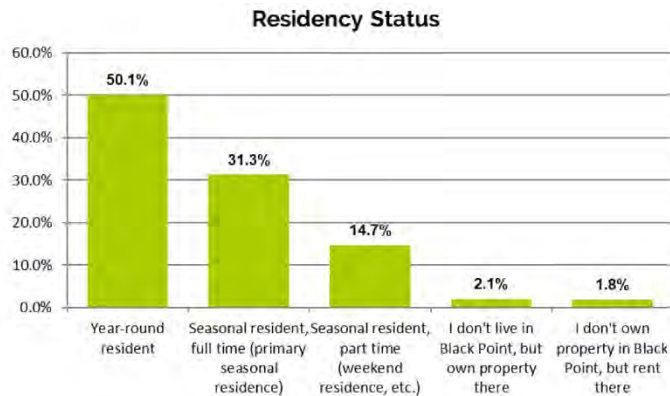


Image 7: Breakdown of residency status - full-time vs part-time/seasonal

Vision Statement

The Black Point Beach Club Association is a welcoming, year-round, private, community committed to providing a safe, healthy, and vibrant lifestyle for its residents. We are committed to responsibly maintaining and improving our collective assets and fostering and growing our community's social connections.

Goals, Objectives, and Actions

The Master Plan is organized around four overarching goals, which are described in detail on the following pages:

1. Improve the Financial Sustainability and Fiscal Accountability of the Association
2. Strengthen and Build Organizational Efficiency and Structure to Support a Proactive, Collaborative, and Accountable Association Governance
3. Invest in and Improve the Waterfront to Support Long-Term Resiliency and Community Access
4. Foster a Healthy and Vibrant Lifestyle for All Community Members through Safe and Comfortable Access to Resources

Goals are not listed in order of importance. However, the Master Plan recognizes that many of the financial and governance actions under Goal 1 and Goal 2 are needed in order to support the infrastructure and facility investments envisioned in Goal 3 and Goal 4.

Under each goal, there are a series of more specific objectives and action steps that the Association can take to achieve each goal. A rationale is provided for each objective that describes the impetus for the objective along with any supporting data. Detailed action items are organized under each objective. For each action item, the responsible entity is identified, and the relative priority of the action is noted.

- High Priority Items should be addressed in the next three years.
- Medium Priority Items should be addressed in four to six years.
- Low Priority Items should be addressed in seven to ten years.

The relative priority of each action item list in this Plan should be taken as a general guide, rather than a rigid ranking. The relative priority of each action item should be revisited periodically to make sure these priorities align with current conditions. Some elements listed as "ongoing" should be a routine part of the everyday operation of the Association and attention to these items should continue on a periodic basis (e.g., annually, every 3-5 years, etc.). Further, the successful completion of any action may require ongoing monitoring and tweaking to ensure success continues.

Goal 1: Improve the Financial Sustainability and Fiscal Accountability of the Association

Objective 1.1: Enhance Capacity to Fund and Execute Major Capital Projects

The Association recognizes major capital needs over the next ten years and beyond. These needs include addressing deferred maintenance of its groins and seawalls, beach maintenance and retention projects, and improvements to the clubhouse and recreational grounds.

BPBCA is substantially undercapitalized to comprehensively address the maintenance, rehabilitation, and new construction needs of its coastal infrastructure. There is, therefore, a need to create an equitable and transparent capital and financial plan to allow the Association to make ongoing investments in this critical infrastructure in a proactive manner. The community outreach process identified beaches and coastal infrastructure as the top priorities for capital funding. In general, workshop participants favored annual contributions, or a mix of annual contributions and one-time assessments as the best approach to funding future capital projects. Few participants favored using only one-time assessments.

With respect to current funding options, annual contributions through the local tax process will take longer to establish the funds anticipated for long term maintenance of the Association's assets.

One time assessments have been used to quickly generate funds for a specific project, but this method can have a negative impact on individual property owners as the assessment is typically 2-3 times the standard annual tax for each owner.



Image 10: Prioritization of capital projects (community workshop)

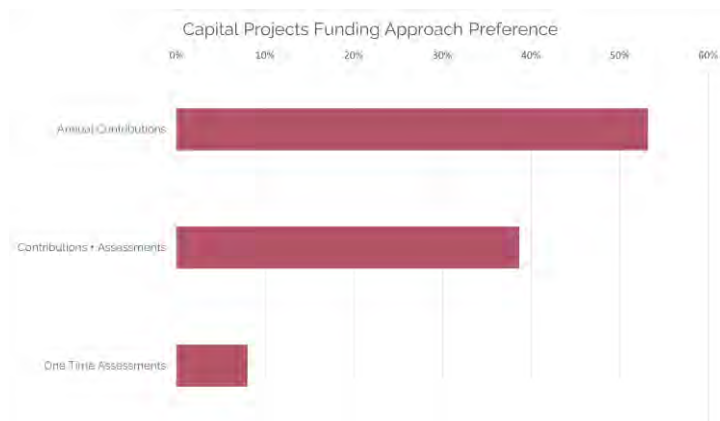


Image 11: Preferred funding approach for capital projects (community workshop)

Objective 1.1: Enhance Capacity to Fund and Execute Major Capital Projects

Actions:	Responsible Entity	Priority
Continue funding the Capital Improvement Fund for critical infrastructure projects that have community-wide benefits. This program is currently funded through annual contributions.	Board of Governors	High
Create and maintain an up-to-date Capital Improvement Plan (CIP) to guide and prioritize use of Capital Improvement Funds. This should focus on critical infrastructure that has community-wide benefits. The CIP should prioritize projects based on need, benefits, and costs.	Board of Governors	High
Create a policy framework regarding the use of Capital Improvement Funds. The intent is that these funds would be used exclusively to fund major capital investments and significant repairs to Association assets such as groins, clubhouse improvements, resiliency projects, beach improvements, storm cleanup, etc.	Board of Governors	High
Explore alternative mechanisms for funding long-term financial obligations (e.g. line of credit, loans, etc.).	Board of Governors	Medium

Objective 1.2: Explore Alternative Funding Mechanisms and Revenue Generating Opportunities.

In addition to establishing a Capital Improvement Plan and fund, there are other revenue generating opportunities that the BPBCA should explore that supplement property taxes and one-time assessments. Potential areas to be explored in greater detail include private fundraising, establishing fees, or pursuing grants. Grants will require a partnership with the Town of East Lyme and likely will need to focus on public (i.e. Town-owned) assets such as roads, pump stations, and stormwater infrastructure.

Actions:	Responsible Entity	Priority
Partner with the Town of East Lyme on potential grant opportunities (see Objective 2.3 for more details).	Board of Governors / Town Liaison	High
Explore opportunities to monetize existing Association assets and policies. Potential areas to explore include short term rental fees, property transfers, etc.	Board of Governors	Medium
Explore funding options such as loans or lines of credit that can address immediate, high cost infrastructure issues while minimizing the short term impact on the membership.	Board of Governors	Medium
Evaluate alternative funding mechanisms for community infrastructure and programs, such as limited users' fees (provided fees are invested in the infrastructure that they support) and private fundraising.	Board of Governors	Low

Goal 2: Strengthen and Build Organizational Efficiency and Structure to Support a Proactive, Collaborative, and Accountable Association Governance

Objective 2.1: Maintain Up-to-Date Bylaws, Rules, and Policies

Association rules and regulations should be evaluated periodically to ensure that they are up-to-date and have their intended impact. The survey noted several areas where rules, regulations, and enforcement mechanisms should be evaluated, including beach rules, traffic rules and enforcement (notably golf carts), and zoning regulations.

While survey respondents were generally satisfied with the current rental policy, it should nevertheless be periodically revisited.⁴ Ad hoc committees could be utilized to help review current policies, solicit community feedback, and provide recommendations to boards and commissions.

“We should ensure that our rules and regulations are followed and that violations of these are enforced.” (community input)

Actions:	Responsible Entity	Priority
Establish an Ad Hoc Committee to review Association Bylaws, Beach Use Rules, and Policies, as well as enforcement strategies and make recommendations to the Board of Governors for implementation. Conduct public outreach as part of this effort. Implement changes as recommended by the Ad. Hoc Committee	Board of Governors, Ad Hoc Committee	Medium
Maintain current rental policy in the near-term. However, this policy and enforcement mechanisms should be revisited periodically, with input from Association members, to ensure that it is meeting intended objectives. <i>Note: East Lyme is currently reviewing options for regulation in the “short term rental” space that may have impact on Black Point’s existing policies.</i>	Board of Governors	Low
Periodically review the zoning regulations and enforcement strategies and make updates as necessary.	Zoning Commission	Ongoing
If necessary, coordinate with the East Lyme Building Department and Fire Marshal to address any blight issues that pose a threat to health, safety, or public welfare.	Zoning Commission, Zoning Enforcement Officer	Ongoing

⁴ While the survey indicated general satisfaction with the current 1-week rental policy (72%), those that responded “no” were equally split between too restrictive (allow less than 1 week rentals) and not restrictive enough (minimum 2 week or more rental period).

Objective 2.2: Promote Civic Participation

Civic participation and volunteerism will continue to be core tenets of the Association over the coming decade. With both seasonal and year-round population, it is important to focus on a mix of digital and in-person opportunities to participate in local government and ensure that Black Point is an inclusive community for seasonal and full-time residents and residents with different access needs. A well informed and engaged citizenry, acting in collaboration with its representatives on the Board of Governors, will be key to implementing the recommendations of this Master Plan and provide the foundation for future volunteers. In order to ensure strong governance and active leadership on Association priorities, there needs to be a succession planning process that ensures community members are widely, routinely, and transparently solicited for participation on the board and committees, and paid-staff positions, when available, are openly and fairly posted to solicit the best-qualified candidates. It is imperative that elected volunteer leaders cultivate a respectful, welcoming, and positive volunteer experience, including ensuring that institutional knowledge, key relationships and lines of communication, policies, procedures, and schedules are relayed to successive elected officials and are appropriately documented and made available to the public and to meet all applicable legal and governance requirements.

"In ten years, a generational change will be significantly impacting the demographic makeup of residents, including those needed for volunteer leadership positions. Succession planning - education, recruitment, retention, and institutional knowledge transfer - for board and zoning positions is a challenge to consider." (community input)

Actions:	Responsible Entity	Priority
Implement hybrid meetings for all governance operations. Consider additional technology to provide more clarity of audio and video for these meetings. Make recordings of all meetings available for viewing on demand.	All boards & commissions	High
Provide annual training on the requirements of public process and effective governance.	All boards & commissions	High
Develop succession planning strategies to ensure continuity of staff and institutional knowledge over the long term.	All boards & commissions	Medium
Digitize and make easily accessible organizational documents (e.g., minutes, reports, planning documents, financials, etc.)	Board of Governors	Medium
Consider hosting an annual "Volunteer Fair" to market volunteer and civic opportunities to residents. This could be used to improve awareness of Association governance and recruit new and prospective board and commission members.	Board of Governors, Community Groups	Medium
Upgrade and modernize BPBCA Website to make it more user friendly, interactive, and a recognized source of up-to-date, year-round news and information.	Webmaster	Medium
Create off-season electronic issues of the Black Pointer, making it a year-round publication. Continue print publications during the summer season.	Volunteers	Low

Objective 2.3: Strengthen Partnerships between the Association, the Town of East Lyme, and neighboring Beach Associations.

Water, sewer, drainage, and transportation infrastructure within the Association boundaries is owned and maintained by the Town of East Lyme. Electrical and communication infrastructure is owned by public utility providers. The BPBCA needs to advocate to Town leaders and utility providers to ensure this infrastructure is maintained in a state of good repair.

Strengthening relationships with the Town as it makes its own long-term plans and investment priorities has the potential to be beneficial to Black Point. In addition, municipalities are eligible for grants and other discretionary funds that could be used to support public-benefit projects within the Association.⁵ Neighboring Beach Associations are facing many of the same issues as Black Point. While the Council of Beaches has been dormant over recent memory, re-establishing and strengthening connections with these other communities can help share knowledge on best practices, potentially share resources, and collectively lobby the Town to ensure beach and costal issues are being addressed.

Actions:	Responsible Entity	Priority
Designate a Liaison who can represent Association interests to Town Departments and elected officials and communicate relevant Town news to residents.	Board of Governors	High
Partner with the Town of East Lyme on grant opportunities, specifically those pertaining to coastal resiliency and Town-owned infrastructure (roads, stormwater management, sewers, pump stations).	Board of Governors / Town Liaison	High
Ensure greater Association participation in the Town's next Plan of Conservation and Development, Hazard Mitigation, and Coastal Resilience Plan updates.	Board of Governors / Town Liaison	Medium
Consider strengthening partnerships with neighboring Beach Associations in the areas of best practices, coastal issues advocacy, collective purchasing, and equipment sharing. The Association of Beaches has been dormant but could be reinvigorated.	Board of Governors / Town Liaison	Medium

⁵ Note that waterfront structures like the groins are owned by the Association as a private entity and may not fully qualify for resiliency grants. However, the sewer pumping station at Brightwater and East Shore is part of the town's sewerage infrastructure; coastal damage to this operation could be devastating to the community – both Black Point and adjacent communities of Niantic Bay.

Goal 3: Invest in and Improve the Waterfront to Support Long-Term Resiliency and Community Access

Objective 3.1: Modernize and Maintain Groins and Piers

Mitigation of beach erosion was identified as the top waterfront priority in the Community Survey. Black Point will continue to face challenges due to ongoing coastal storms. The groins play an important role in mitigating beach erosion locally while also providing areas for fishing, boating, and recreation. However, Connecticut's Department of Energy and Environmental Protection considers groins to have negative unintended consequences on the coastline and permitting for these structures is generally difficult and time-consuming. Therefore, it is critical to maintain existing structures in good repair to the extent permitted, to avoid unnecessary delays or even the loss of beach infrastructure in the future. The Association completed rehabilitation of the "Steel Pier" in 2019. Planning for additional rehabilitation activities at these structures should be underway as soon as practical. As described in Goal 1, these improvements will be costly and require a greater level of financial and technical planning and foresight.

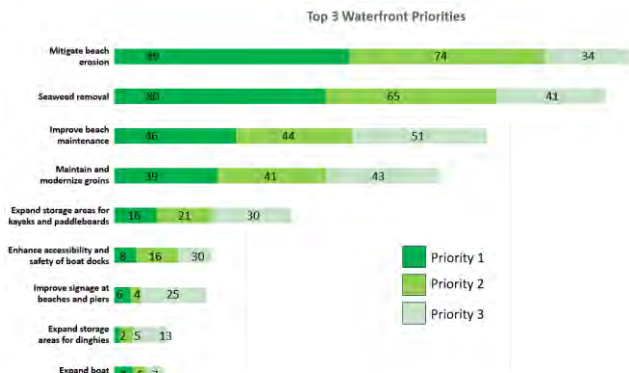


Image 12: Priority items related to waterfront infrastructure.

Actions:	Responsible Entity	Priority
Leverage existing engineering reports and hire professionals (as needed) to conduct studies to better understand conditions, prioritize projects, and develop clear project standards (e.g., permitting, strategic repairs vs. tactical fixes, etc.).	Board of Governors, Engineering Consultant	High
Conduct preliminary design and develop cost estimates for priority projects.	Board of Governors, Engineering Consultant	High

Objective 3.2 Maintain and Improve the Beaches and Swimming Areas

The beaches are a critical component of Black Point's quality of life. According to the community survey about 94% of respondents visited the beaches and over 85% of respondents took part in swimming, making beaches the most used amenity within Black Point. The Plan envisions several actions to maintain and enhance the beaches over the next decade. In light of ongoing coastal storms, a beach nourishment program may be needed to supplement improvements to piers and groins.⁶ In addition, the community outreach process noted areas where enhanced maintenance or infrastructure upgrades are desired, including more frequent eelgrass and rock removal, stormwater management upgrades (in cooperation with the Town), and accessibility improvements.

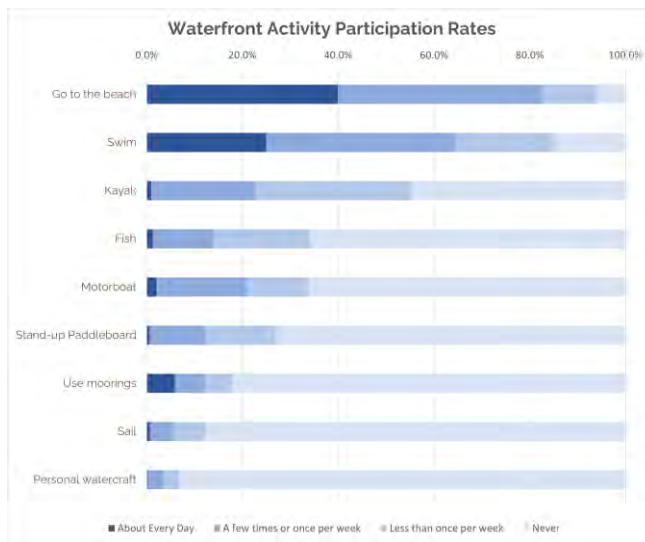


Image 13: Priority items related to waterfront infrastructure.

"The beaches should be the primary focus for those involved in the planning process both now and in the future. We are all blessed to be able to enjoy coastal living whether we live in BP year-round or not". (community input)

Actions:	Responsible Entity	Priority
Consider enhanced beach maintenance, including more frequent seaweed/eelgrass and rock removal on designated beaches. Meet with DEEP to discuss potential eelgrass management strategies on the state side of the coastal jurisdiction line.	Board of Governors, DEEP	High
Initiate a periodic beach nourishment program. Consult with DEEP to better understand state and federal permitting requirements prior to developing and implementing a beach nourishment plan.	Board of Governors, DEEP	Medium
Consider cooperative purchasing of beach nourishment services, equipment, or other operational expenses with neighboring Associations that may result in lower costs.	Town Liaison	Medium
Make accessibility improvements to the beaches. Improvements may include beach grading improvements, Mobi-Mat expansions, and surface treatments/accessibility upgrades at beach access points. Designate and sign a portion of beaches closest to handicap parking areas as an "accessible" area, with priority given to those in need of accommodation.	Board of Governors	Medium

⁶ Beach nourishment programs temporarily address erosion and require replenishment every few years, often at a significant cost.

Objective 3.2 Maintain and Improve the Beaches and Swimming Areas (cont'd)

Actions:	Responsible Entity	Priority
Ensure that beach maintenance strategies do not exacerbate erosion (such as excessive removal of underwater vegetation).	Board of Governors	Ongoing
Work with the Town of East Lyme Public Works Department to ensure that stormwater outfalls along Niantic Bay are properly maintained and have proper erosion control measures in place (such as adequate rip-rap).	Town Liaison	Ongoing
Maintain realistic separation of uses at the different beach areas.	Association Manger	Ongoing

Objective 3.3: Enhance Access to the "Backwater" on the Pattagansett Estuary

Improving kayak storage and water access on the Pattagansett Estuary was cited as the top coastal resource in need of improvement in the community survey. A key obstacle to improving this area is state regulatory hurdles, as the area is within the DEEP coastal jurisdiction area and therefore must meet state permitting and public trust access requirements. A first step is to meet with DEEP to get a better understanding of opportunities for improvements, prior to conducting more detailed work, if necessary.



Image 14: Typical conditions at "backwater" kayak launch. (2023)

Actions:	Responsible Entity	Priority
Meet with DEEP to better understand regulatory requirements to building a permanent boardwalk/boat launch to the Pattagansett Estuary.	Board of Governors	Medium
If necessary, conduct a site survey to determine the location of the Coastal Jurisdiction Line.	Board of Governors, Survey Consultant	Low
Based on conversations with DEEP, develop preliminary designs and cost estimates and obtain all necessary state and local approvals.	Board of Governors, Engineering Consultant	Low
If building an improved facility on existing Association land is not feasible, consider alternative strategies for estuary access, such as working with nearby town parcel for shared access.	Board of Governors	Low

Objective 3.4: Strengthen Stormwater Management to Protect Water Quality

Most of the stormwater infrastructure within Black Point outfalls into Niantic Bay and directly impacts water quality at the beaches. Implementing strengthened stormwater management controls can help maintain and enhance water quality. The Town of East Lyme is responsible for stormwater infrastructure within the Association limits, so this objective requires cooperation with the Town's Department of Public Works (DPW).



Image 15: Drain outfall (Blue Heron Way, 2023)

Actions:	Responsible Entity	Priority
Consider strengthening stormwater management requirements in the zoning regulations for new construction. Consider requiring on-site stormwater management techniques such as rain gardens and subsurface stormwater detention/infiltration systems.	Zoning Commission	Medium
Run an awareness campaign on water quality.	Volunteers	Low
Educate homeowners on the impacts of lawn care, pest, and pet waste management on water quality.	Volunteers	Low
Work with the Town of East Lyme DPW to implement stormwater best management practices, particularly for areas that outfall onto the beaches.	Town Liaison	Ongoing

Objective 3.5: Build a More Sustainable and Resilient Black Point

Coastal storms are increasing in frequency and strength and thus may exacerbate both coastal flooding and erosion. The BPBCA should incorporate resiliency elements into its long-term planning efforts to help ensure the community's ability to respond to storm impacts.



Image 16: Osprey ROW – access to South Beach (January 25, 2024)



Image 17: Waterfront looking north; approximately Sea Spray ROW (December 2022)

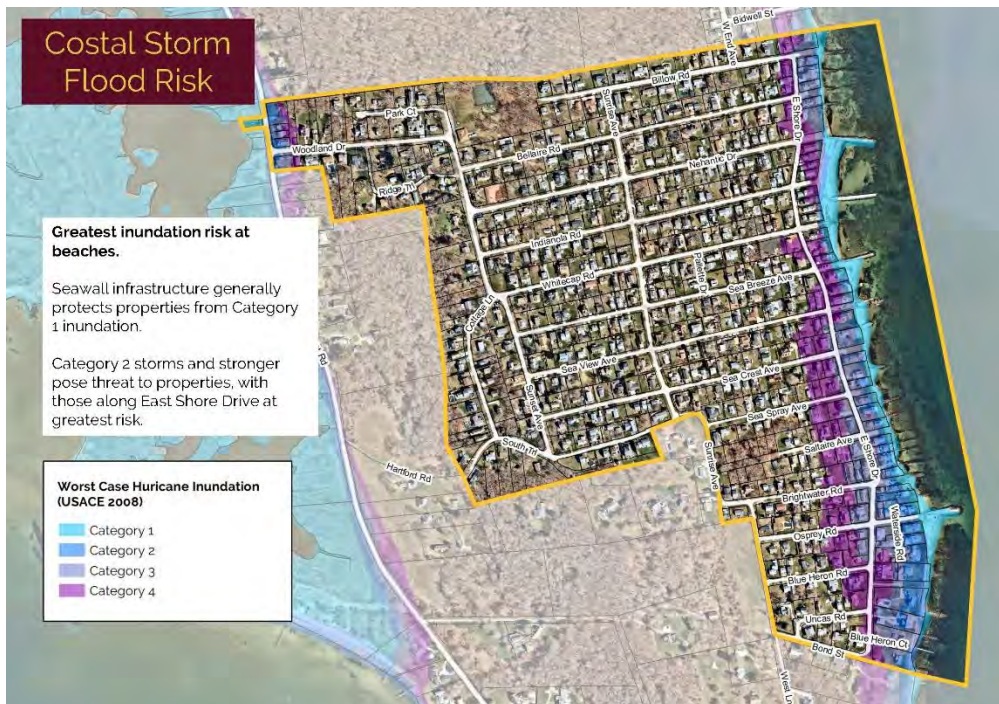


Image 18 Coastal inundation risk (East Lyme GIS system)

Objective 3.5: Build a More Sustainable and Resilient Black Point

Actions:	Responsible Entity	Priority
Improve coordination and collaboration with the Town of East Lyme in the areas of emergency preparedness and disaster preparedness.	Board of Governors, Town Liaison	High
Consider installation of an emergency generator at the Clubhouse in order to enhance its utility in emergency situations. Consider working with the Town of East Lyme on potential grant funding opportunities.	Board of Governors	Medium
Work with the Town to install emergency evacuation route signs.	Town Liaison	Low
Plan for storm impacts and response as part of coastal infrastructure investments.	Board of Governors	Ongoing

Goal 4: Foster a Healthy and Vibrant Lifestyle for All Community Members through Safe and Comfortable Access to Resources

Objective 4.1: Modernize the Clubhouse to Support Year-Round Use

The clubhouse serves as the administrative and social hub of the community. With a growing number of year-round residents, the clubhouse could be improved so that it can serve residents throughout the year. Improvements to the clubhouse should be included in the Associations capital planning efforts. Increased year-round residency will also have implications for year round maintenance of infrastructure assets, rule enforcement, etc.

Actions:	Responsible Entity	Priority
Complete winterization improvements to the clubhouse including insulation and heating system as appropriate.	Board of Governors	Medium
Identify areas beyond the clubhouse that may require year-round attention rather than seasonal attention.	Board of Governors	Medium
Study potential expansion of the clubhouse building as part of a larger site/feasibility study (see Objective 4.2).	Board of Governors	Low
Make energy efficiency upgrades to lower operating costs. Improvements include weather sealing and energy efficient HVAC systems and appliances (when in need of replacement).	Board of Governors	Ongoing

Objective 4.2: Leverage Available Land at the Clubhouse to Expand Community Amenities

The ~4 acre clubhouse property constitutes the Association’s largest property. Currently about 1.3 acres of land on the eastern end of the property remains undeveloped. This land could be used to meet the community’s long-term recreational needs. However, it is also important to weigh potential new development against the current open/green space benefits that the property provides. In addition, existing uses should be evaluated to ensure that the public benefit of the properties is maximized, in light of changing recreational trends and member preferences.



Image 18: Clubhouse recreational facilities (2023)

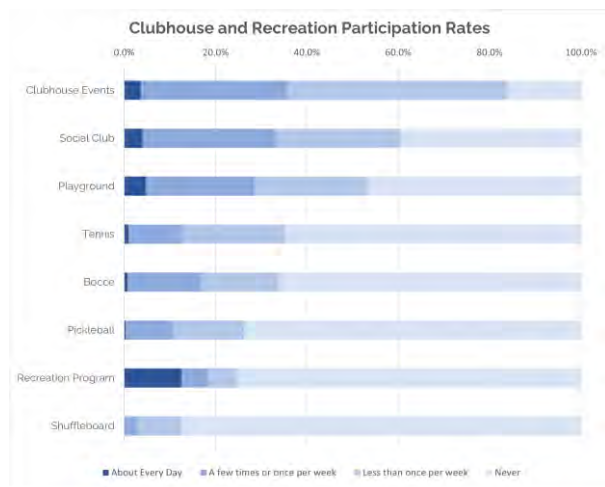


Image 19: Survey results for general recreation and clubhouse participation.

- Current Recreation Facilities**
- Tennis / pickleball (hard courts)
 - Tennis (clay courts)
 - Basketball court
 - Shuffleboard
 - Bocce
 - Gaga Pit
 - Playscape and playground
 - Multi-purpose playfield

Objective 4.2: Leverage Available Land at the Clubhouse to Expand Community Amenities

Actions:	Responsible Entity	Priority
Establish an Ad-Hoc Committee to oversee a comprehensive study of the recreational/social programs and properties, inclusive of the Clubhouse Property and the Clay Courts on Nehantic Drive. This process should incorporate extensive outreach with the community to determine community-wide program and facility usage and needs.	Board of Governors	Medium
As part of the study, evaluate existing facility and program usage, identify site constraints and limitations, desired facilities and programs, development of conceptual plans, cost estimates for improvements, and potential funding opportunities.	Ad Hoc Committee	Low

Objective 4.3: Build a Connected Community Through Programs and Events

Programs and events meaningfully contribute to Black Point's sense of community cohesion and engagement. With an increasing year-round population, there is growing interest in expanding community activities during the cooler seasons while maintaining the rich summer offerings. In 2031, Black Point will celebrate its centennial, providing a unique opportunity to share the Association's rich history with residents and to celebrate its strengths and accomplishments.

Actions:	Responsible Entity	Priority
Continue to support and enhance the Summer Recreation Program and consider opportunities for additional youth engagement through organized events and programs targeting a variety of age groups, interests, and abilities.	Board of Governors / Recreation Program Director	Medium
Bolster off-season programs and events through the provision of year-round community space at the clubhouse.	Board of Governors, Volunteers	Medium
Celebrate the Centennial of the BPBCA through community events and the publication of historical materials/booklets.	Board of Governors, Volunteers	Medium
Continue annual community-wide events sponsored by the Association.	Board of Governors, Volunteers	Ongoing
Support existing social clubs and encourage the establishment of new clubs/organizations by leveraging space and amenities at the clubhouse.	Board of Governors, Volunteers	Ongoing

Objective 4.4: Maintain a Safe Multi-Modal Transportation Network for All Users

Black Point's peninsula location, with limited access points into the community, provides a sense of privacy, security, and safety. The Association's road network, which is owned and maintained by the Town of East Lyme, serves all travel modes, including drivers, pedestrians, and cyclists. According to the community survey, walking is the predominant mode of travel within the community. The Association should work with its Town partners to ensure that this infrastructure is in good repair, and that safety for all users is prioritized. Parking within the beach rights-of-way and Association parking lots is limited, and parking should be evaluated further to ensure that this space is being efficiently and equitably utilized.

Actions:	Responsible Entity	Priority
Evaluate requirements for enforcement procedures and regulations for traffic safety violations through partnerships with the Town of East Lyme Police Department.	Association Manager, Town Liaison	Medium
Proactively develop community safety campaigns for ongoing shared road uses.	Board of Governors	Medium
Consider the expansion of handicap parking spaces at the Nehantic Drive parking lot to support accessibility improvements (see Objective 3.2).	Board of Governors	Medium
Consider converting one or more lots into a designated drop-off area for loading and unloading (for example, 15-minute maximum parking).	Board of Governors	Medium
Consider creating separate and designated vehicle and golf cart parking spaces at parking areas, using the configuration at Nehantic as a model. Golf cart spaces could be restriped to smaller dimensions to create additional spaces.	Board of Governors	Low

Conclusions and Next Steps

This Plan is intended to serve as a roadmap that guides Association decision making for the next decade and beyond. This is a long journey toward a distant horizon. The goals, objectives, and actions outline next steps to help direct energy towards positive outcomes that account for wide-ranging input from community members and maximize benefits to the community at large. The goals, objectives, and actions are not intended to be executed immediately, but provide a plan of work that can be implemented strategically by current and future governance in the years to come.

A sample of how these elements might be phased *might* look like this.

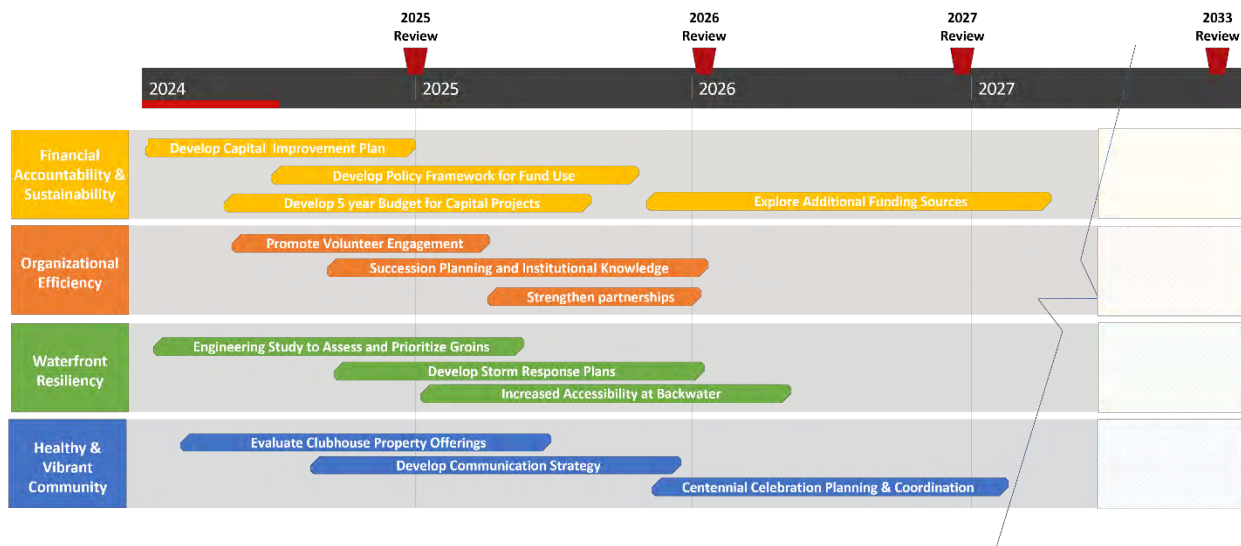


Image x: Example of placing actions on a timeline to help envision progress.

As a “living document,” this Plan is intended to be flexible and adaptable to be responsive to changing needs and trends. It is understood that priorities will change as challenges and opportunities arise over the coming years. Thoughtful consideration of addressing these challenges or leveraging the opportunities can be aided by applying the broad themes within this plan.

Planning is a continuous process. To that end, the Plan should be periodically reviewed and updated so that it continues to align with the Association's priorities. It is recommended that the Plan be reviewed on an annual basis and the relative priority of the action steps evaluated, particularly those that may be implemented in the coming year. Ongoing inclusion of the community in both executing and evolving the plan will help ensure continued support and assistance.

A more substantial update should be considered after five years where successes can be celebrated, and new goals and objectives can be developed.



Black Point BEACH CLUB

Appendix A Community Survey Results September 2022

Prepared by



Response Rate

- Survey open for approximately 1 month between August 9th and September 5th, 2022.
- **388 total responses.**
- 300 unique IP addresses (households), representing ~52% of BPBCA households.

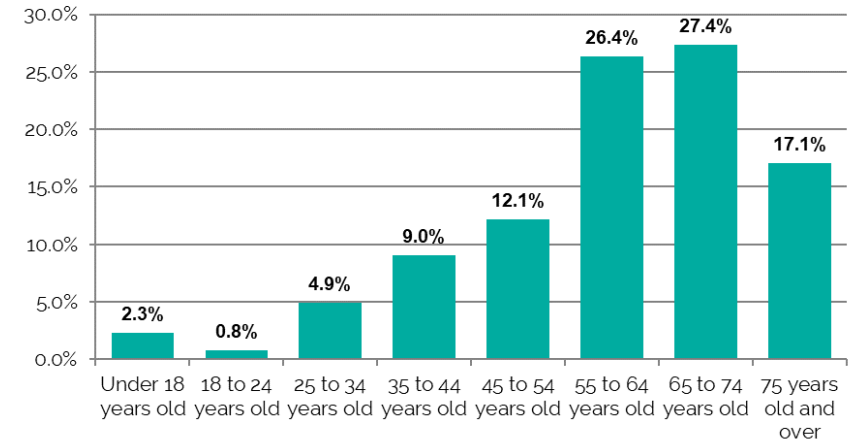


Section 1: About You

About the Respondents

- About 44% of respondents were age 65 years old and over.
- **About half of respondents were year-round residents.**
- Respondents over 65 were more likely to be year-round residents (56%) compared respondents under 65 (46%).
- Most seasonal residents live in Black Point between 2 and 5 months per year.
- Most seasonal residents live for the rest of the year in CT (97) with sizable numbers also living in FL (25), MA (16), and NY (14).

What is your age?



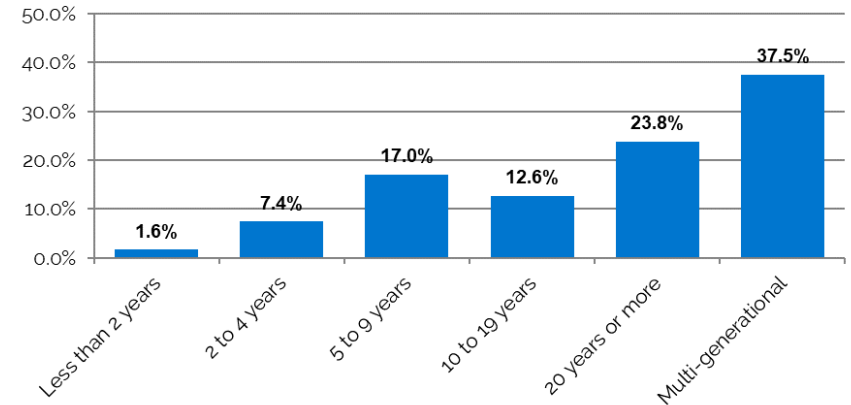
Residency Status



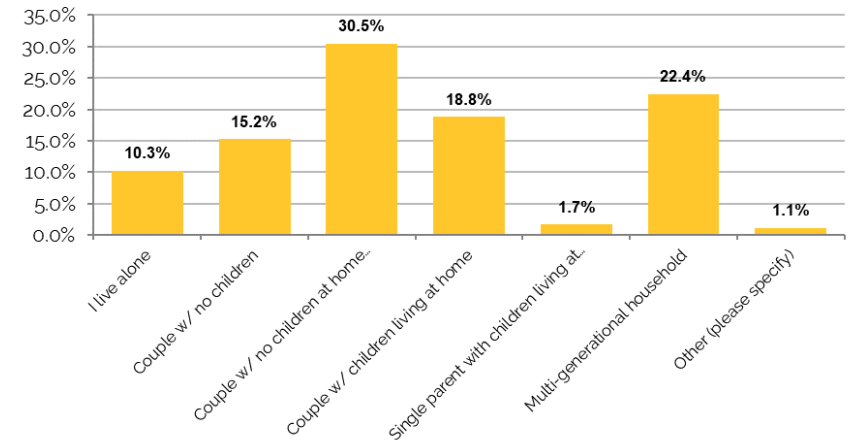
About the Respondents

- About 38% of respondents were multi-generational black point residents.
- Long-time residents (10+ years) also highly represented in survey.
- Empty nesters (30.5%) were the most common household type followed by multi-generational households (22.4%).
- About 20% of respondent households have children living at home.
- Black Pointer (36.6%) cited as most frequent information source, followed by association website (21.9%) and word of mouth (18.9%).

How long have you lived, owned property, or rented a home in Black Point?



Household Type





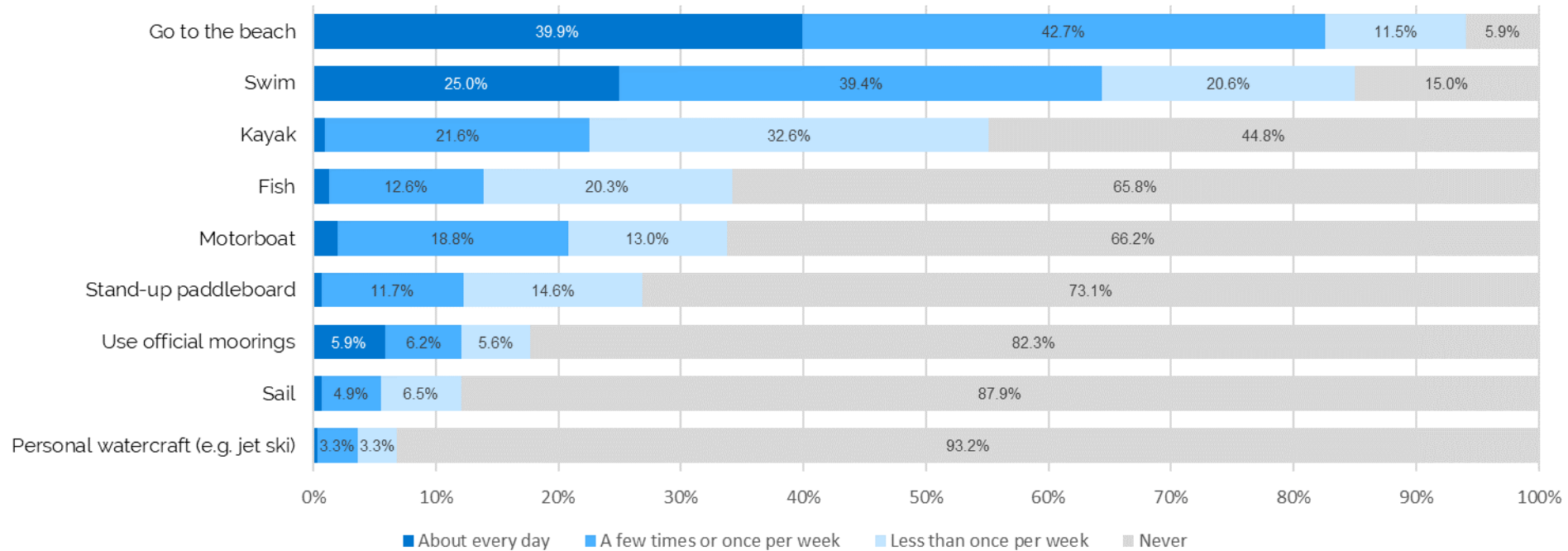
Section 2:
Strengths, Weaknesses,
Opportunities

An aerial photograph of a coastal town, likely in the Pacific Northwest, showing a dense grid of streets and buildings. A prominent pier extends from the town into the water. The image is overlaid with a semi-transparent dark red filter.

Section 3: Beaches, Boating, and Piers

Waterfront Activities

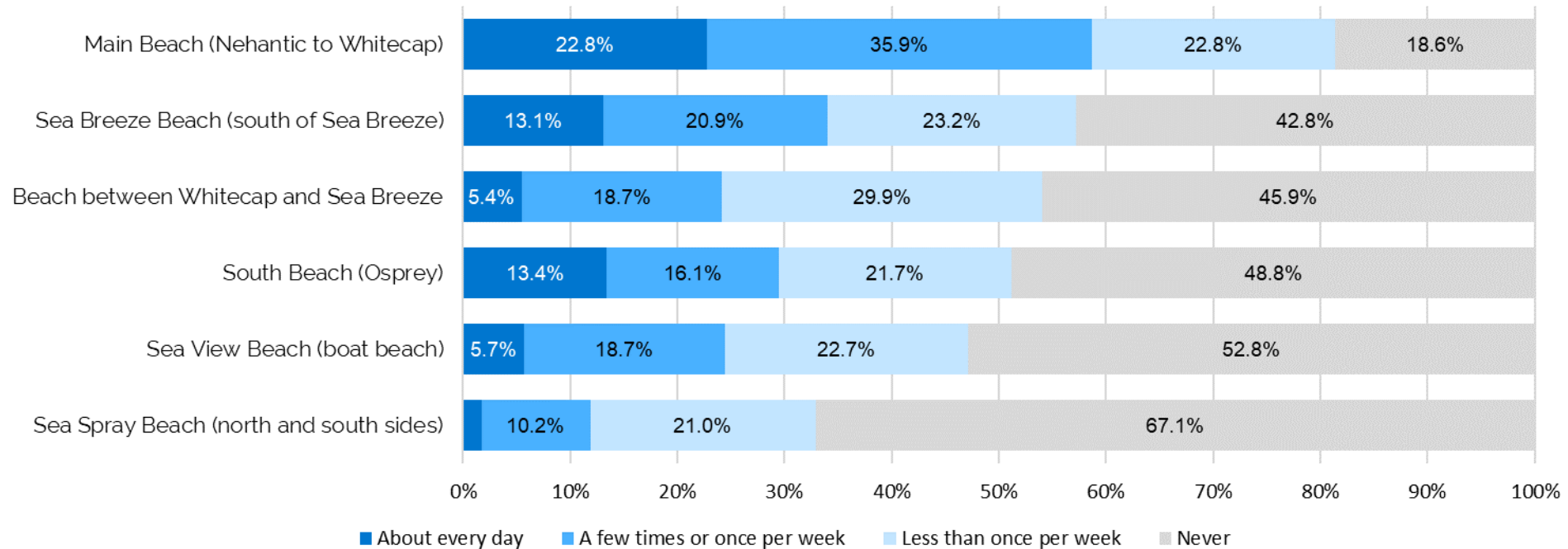
How often do you partake in the following waterfront recreational activities?



- **Going to the beach (94%) and swimming (85%) are by far the most popular activities.**
- Kayaking (55%), fishing (34%), motorboating (34%), and paddleboarding (27%) are also popular, but are done less frequently.
- Less than 20% of respondents use official moorings, sail, or use personal watercraft.

Beach Use

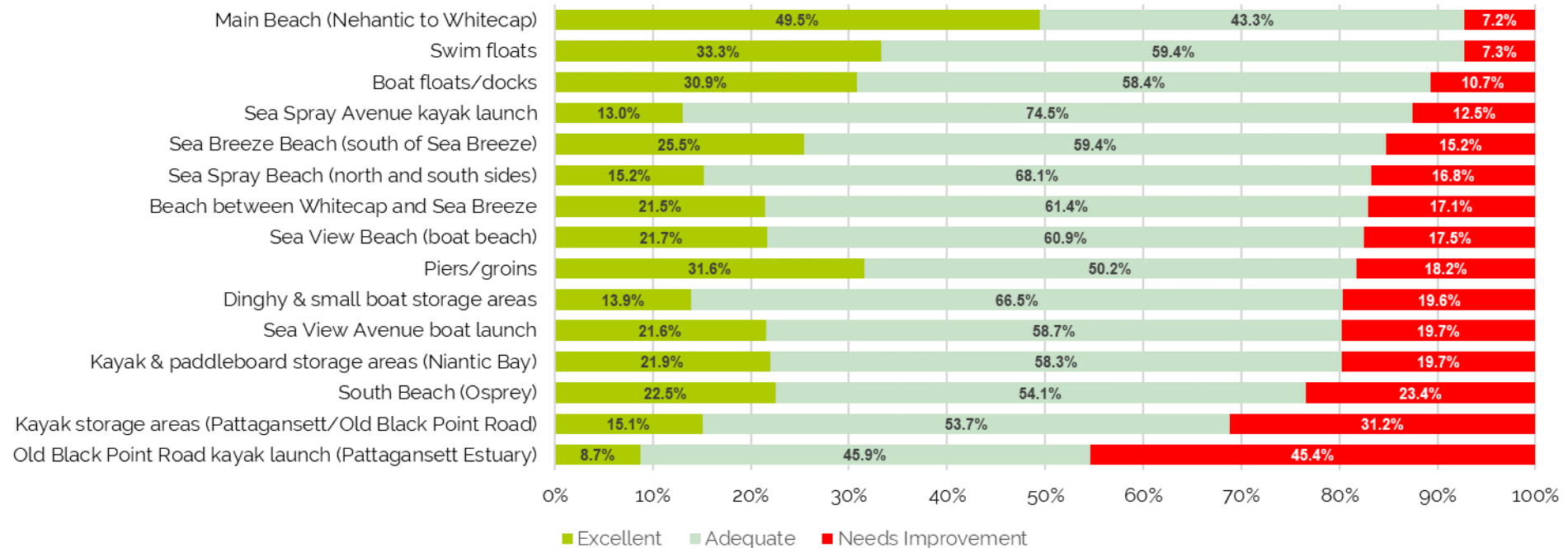
How frequently do you use the following beach areas?



- **Main Beach is used by 81% of respondents, including 23% daily.**
- Sea Breeze Beach, Beach between Whitecap and Sea Breeze, and South Beach also used by over 50% of respondents.
- Beach use corresponds with size and facilities – larger beaches with more facilities are more heavily used

Beaches and Coastal Infrastructure

How would you rate the condition of the following:

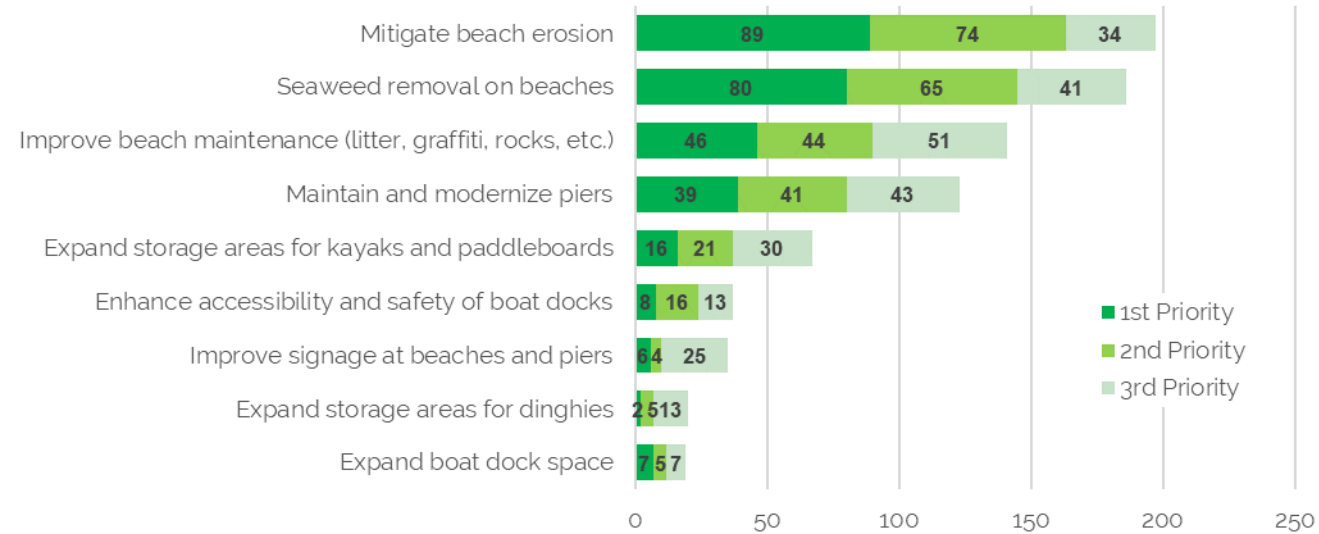


- Most beach and coastal access infrastructure seen as either excellent or adequate by a vast majority of respondents.
- **Kayak facilities (both storage areas and launch) in backwater area of Pattagansett Estuary were most cited as in need of improvement.**

Priorities: Beaches, Boating, and Piers

- Beach maintenance seen as the top priority among respondents:
 - Erosion mitigation
 - Seaweed removal
 - Rock removal
- Boat storage, docks, and signage seen as lower priorities
- 49 write in responses frequently mentioned:
 - Old Black Point Rd kayak launch
 - Expansion of facilities (storage, trash receptacles, spigots)
 - Rule enforcement
 - Accessibility

Please select your top 3 priorities related to beaches, boating, and piers

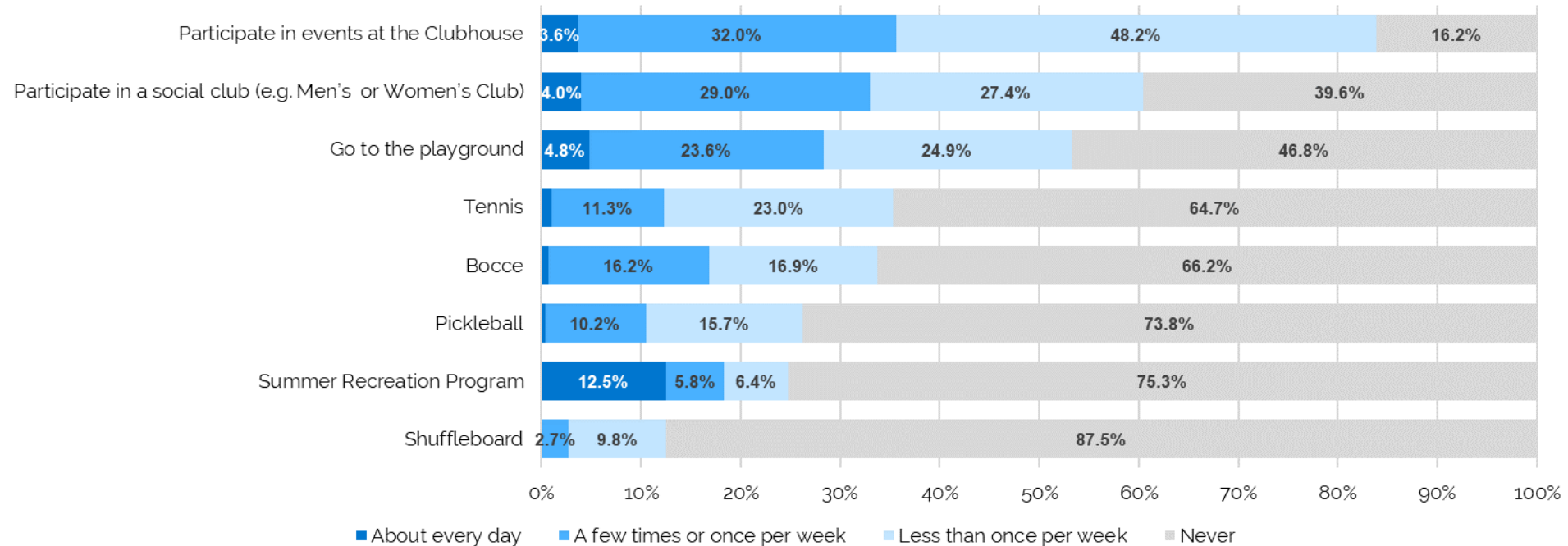




Section 4:
Community Facilities &
Recreation

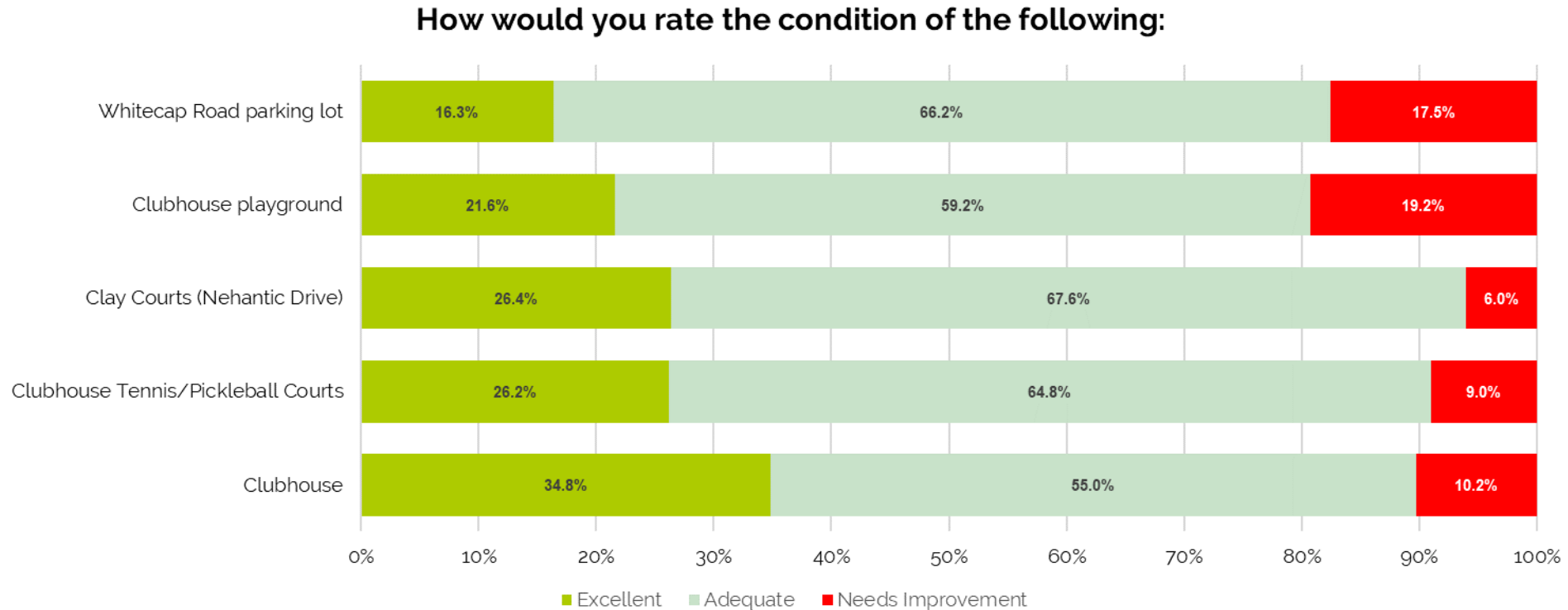
Recreational Activities

How often do you partake in the following recreational activities in Black Point?



- **Over 85% of respondents participate in events at the clubhouse**
- Nearly 60% participate in social clubs.
- Tennis and bocce are played most frequently, followed by Pickleball.
- Summer recreation program used by ~25% of respondents, but half of users use program daily

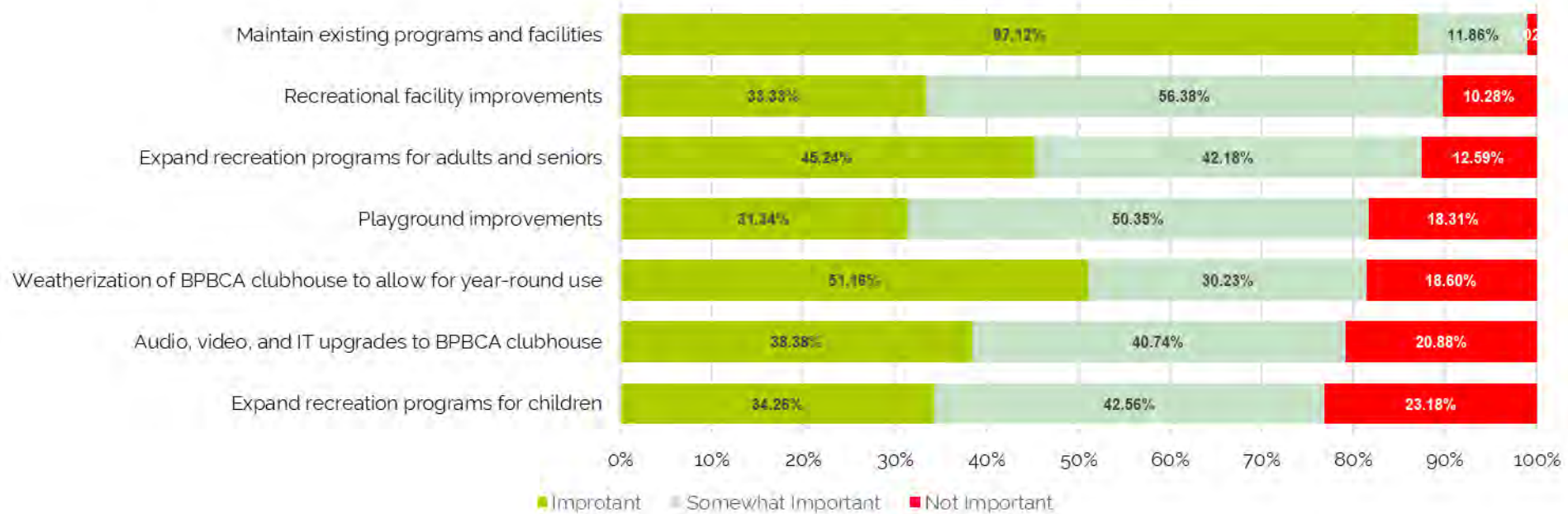
Community Facilities Condition



- **General satisfaction with existing facilities - All community facilities had over 80% of respondents view them as either adequate, or excellent.**
- Clubhouse playground had the highest number of respondents indicating that it needs improvement, at 19.2%

Priorities: Community Facilities & Recreation:

Please review the following items related to community facilities and recreation and rate their importance:



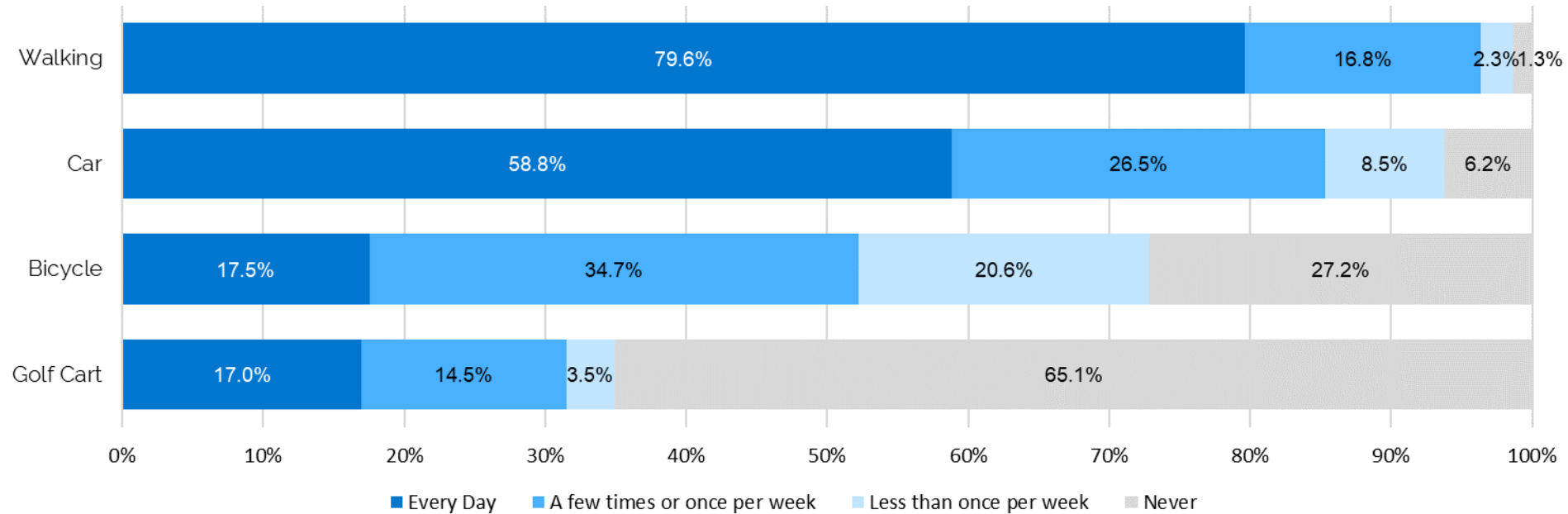
- **Strong support for maintenance of existing programs and facilities**
- Weatherization of BPBCA clubhouse identified as “important” by over half of respondents.
 - Aligns with share of year-round residents who participated in survey.



Section 5: Transportation

Travel Modes

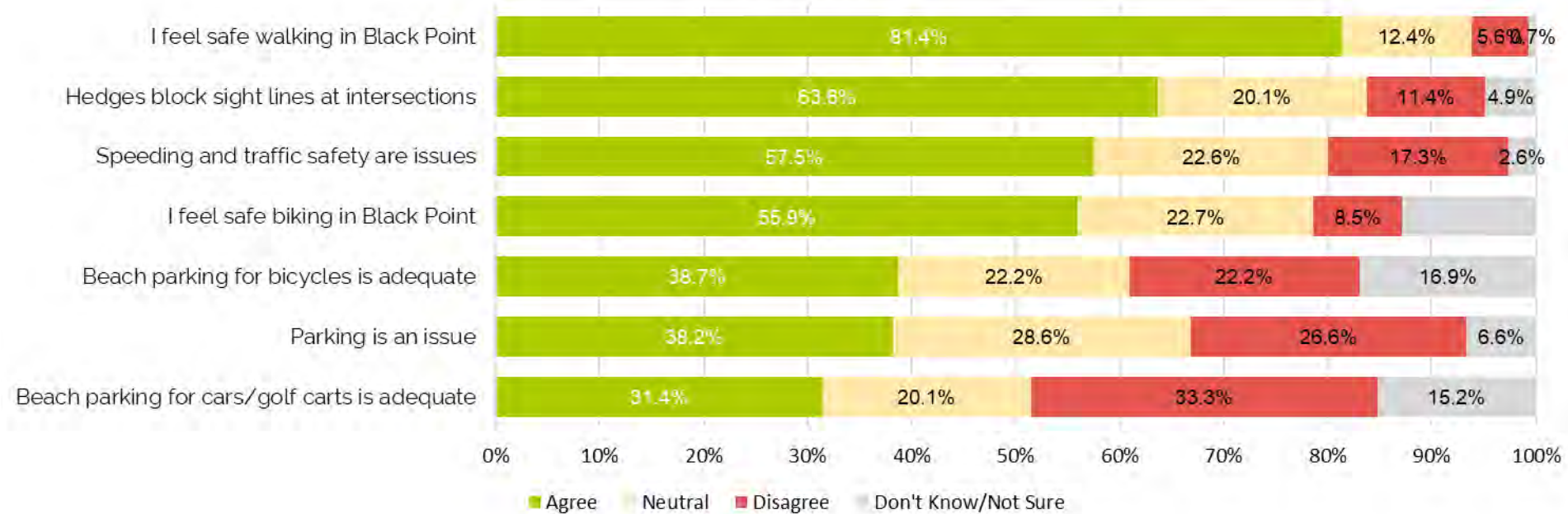
How often do you use the following modes of transportation when traveling within Black Point?



- **Walking (99%) and car (94%) are the most common travel modes within Black Point.**
- Bicycles are used by about 73% of respondents, but fewer use it as their primary travel mode.
- About 35% of respondents use Golf Carts within Black Point.
- Write in responses include scooters (3) and mopeds (3).

Traffic & Transportation Perceptions

Please rate whether you agree or disagree with the following statements on transportation:

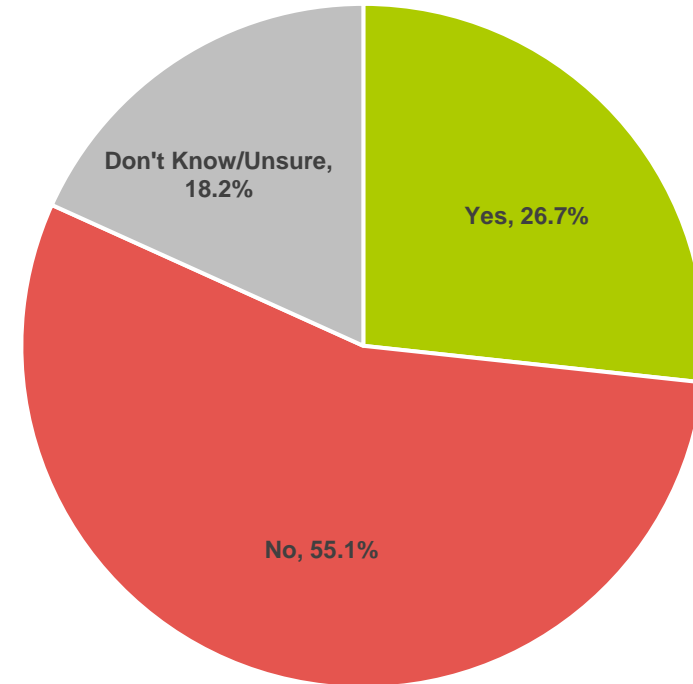


- **Vast majority of respondents feel safe walking in Black Point.**
- **Hedges/sight line issues (63.6%) and speeding (57.5%) are frequently cited issues.**
- Community divided on adequacy of parking for bicycles, vehicles, and golf carts.

Traffic & Transportation Perceptions

- **About 55% of respondents are not in support of converting streets within Black Point to one-way.**
- Respondents generally feel safe walking and biking in Black Point, which may contribute to the lack of support for one-way streets.

Would you support the conversion of certain streets within the BPBCA boundaries to one-way streets?



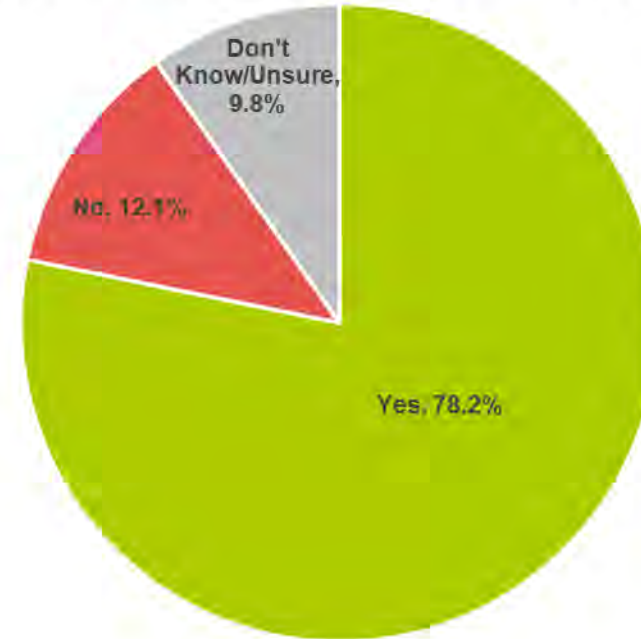


Section 6: Land Use & Zoning

Land Use & Zoning: Rental Policies

- **General satisfaction with existing BPBCA association rental policies**
- Out of those that answered no to this question:
 - 58% were in support of less strict rental policies (such as allowing shorter-term rentals)
 - 42% were in support of more strict rental policies (such as requiring 2-week or monthly minimum rental periods)

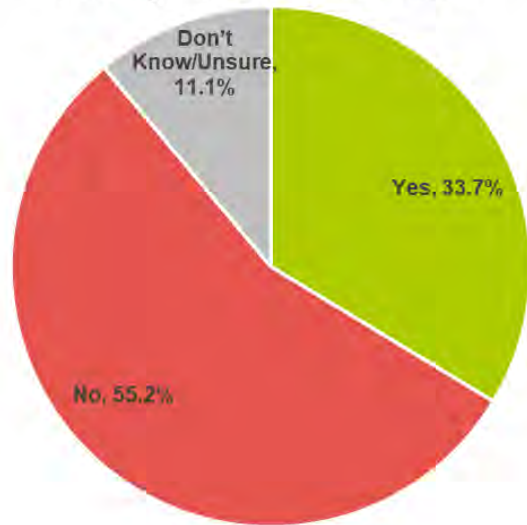
BPBCA rules require a minimum one-week rental period. Short-term rentals are not permitted. Are you satisfied with BPBCA's rental policy?



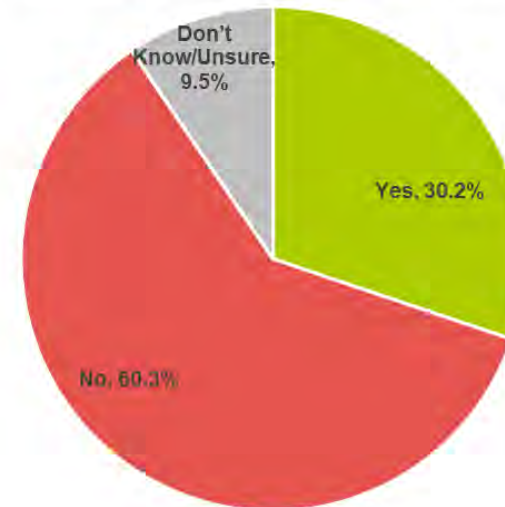
Land Use & Zoning: Density

- **Density (55.2%) and level of new development (60.3%) were not perceived as issues of concern for a majority of survey respondents.**
- Multi-generational Black Pointers are more concerned with density and new development compared to other households

Are you concerned about the overall density within Black Point?

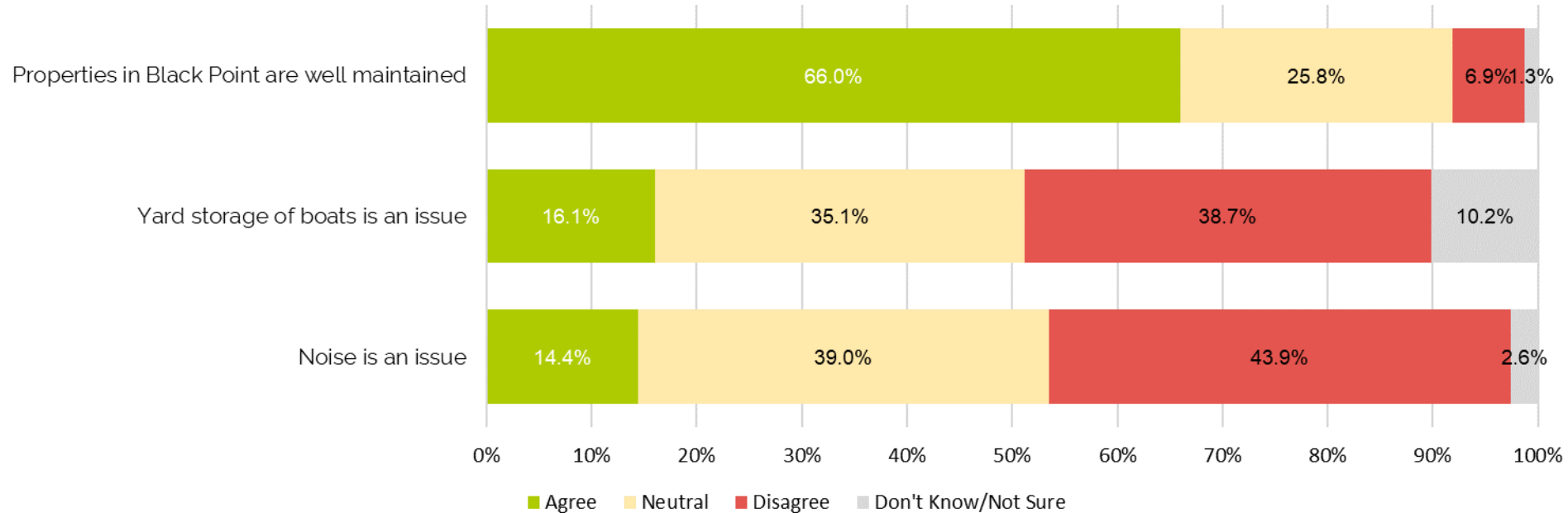


Are you concerned about the level of new development within Black Point?



Issues: Land Use and Zoning

Please rate whether you agree or disagree with the following statements on land use & zoning:



- **General agreement that properties in Black Point are well maintained.**
- Respondents more split on whether noise and yard storage of boats are issues, although more respondents do not perceive these as issues.



Black Point BEACH CLUB

Appendix B: Existing Conditions and Community Assets

July 25, 2022

Note that this is a point in time
assessment current to summer 2022

Prepared by



Black Point's Master Plan

- The Master Plan reflects the community's value and enables BPA to define its own strategy for maintaining & sustaining the high quality of life offered by the community
- The Master Planning process inventories community assets, identifies short and long term needs for improvements and key areas for protection
- The Master Plan's goals and strategies creates a "road map" of actionable items and a timeline for implementation
- Planning is a continuous process, and BPBCA's first Master Plan will provide a foundation for future decision making & plan refinement

BPBCA Boundaries



Pattagansett Estuary

Niantic Bay



0 250 500 Feet



Park Ct

Woodland Dr

Ridge Trl

Bellaire Rd

Indianola Rd

Whitecap Rd

Sea View Ave

South Trl

Hartford Rd

Bathing Beach Rd

Old Black Point Rd

Cottage Ln

Sunset Ave

Sunrise Ave

Sunset Ave

Sunrise Ave

West Ln

Billow Rd

Nehantic Dr

Sea Breeze Ave

Sea Crest Ave

Sea Spray Ave

Saltire Ave

Brightwater Rd

Osprey Rd

Blue Heron Rd

Uncas Rd

Bond St

W End Ave

E Shore Dr

E Shore Dr

Waterside Rd

Blue Heron Ct

Bidwell St

Existing Land Use

Draft for Review

Primarily residential land uses, with one commercial use, and a handful of community and infrastructure uses

Most undeveloped properties are non-conforming lots (less than 8,000 s.f.). Many of these function as a single lot with an adjacent developed property

Existing Land Use (2022)

- Commercial
- Community
- Infrastructure
- Residential
- Undeveloped

Community Uses

- 1 BPBCA Clubhouse
- 2 Nehantic Dr. Tennis Courts
- 3 Whitecap Parking Lot
- 4 Old Black Pt. Rd. Water Access

Commercial Uses

- 5 Black Point Market

Infrastructure Uses

- 6 E. Shore Pump Station
- 7 South Trl. Pump Station

Note that BPBCA also maintains coastal access points as well as beaches up to the mean high-water mark



Land Use & Zoning

Rentals and Property Maintenance

- Zoning rules require a minimum one-week rental period. Short-term rentals are not permitted.
 - Is there an administrative process for this?
 - Any enforcement issues?
- Recent adoption of accessory apartment zoning language, in response to new state statutes.
 - ADUs cannot be used as rentals.
- There are property maintenance guidelines. Blight may be perceived as an issue by some. Town has a blight ordinance.
 - Boat and boat trailer storage Issues?
 - If a blight ordinance is considered, enforcement mechanism needs to be discussed.



Land Use & Zoning

Parking and Driveways

- On-street parking not permitted due to narrow roadways.
- Off-street parking only required for properties with accessory apartments, which need a minimum of 3 spaces.
- Is there a desire to include off-street parking requirements for new construction?
 - Tradeoff between impervious surfaces and stormwater runoff and need for adequate vehicle storage.
 - Recommend pervious materials for driveways such as gravel and permeable pavement/pavers



Land Use & Zoning

Potential Considerations

- Consider creating stormwater management standards for new construction, incorporating best-management practices for on-site stormwater management and treatment.
- Consider modifying zoning regulations to require at least two full feet of freeboard for structures in coastal hazard areas and consider exempting freeboard from minimum height calculations.
- Consider strengthening sight line requirements for intersections (hedges, fences, etc).
 - Increase clearance distance from 10 ft
 - Create additional sight line buffer requirements around stop signs.
- Off street parking requirements?



*Stop sign obstructed by bushes on Whitecap Road at East Shore Dr.
(Source: Google Street view circa 2013)*

Flood Zones

100-year flood zones primarily on the east side of East Shore Road, Waterside Road, and Old Black Point Road

500-year flood zones extend west of East Shore Drive and along Woodland Drive near Old Black Point Road

Zone Type

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area with Risk Due to Levee



Costal Storm Flood Risk

Greatest inundation risk at beaches.

Seawall infrastructure generally protects properties from Category 1 inundation.

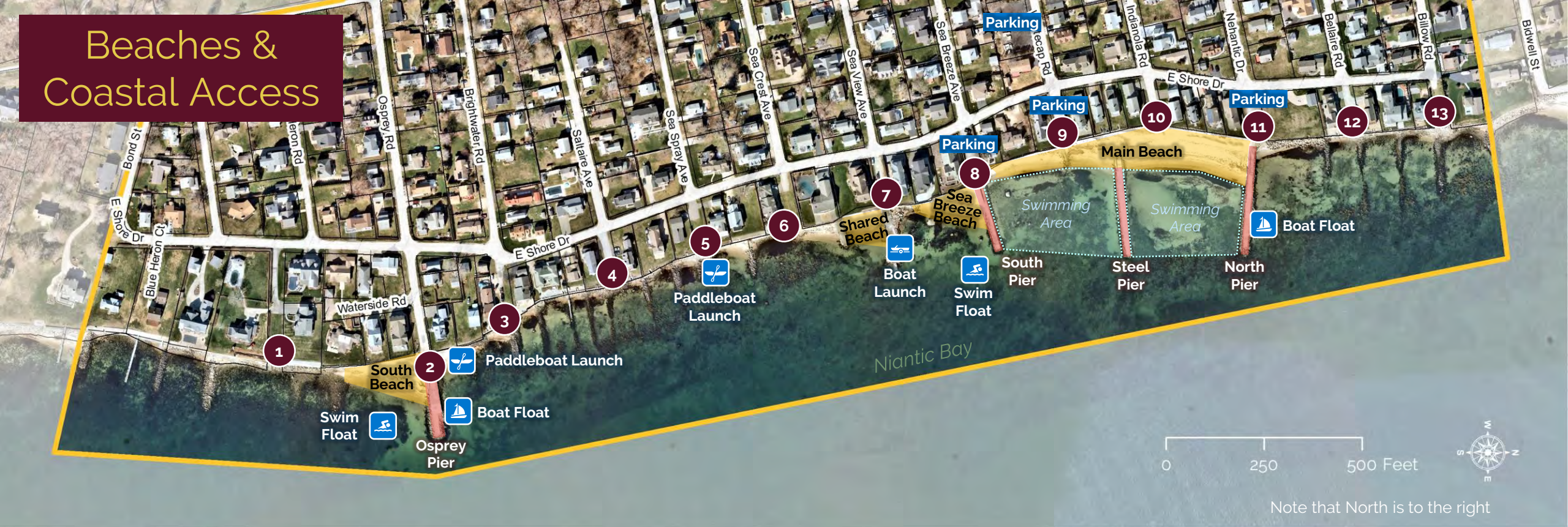
Category 2 storms and stronger pose threat to properties, with those along East Shore Drive at greatest risk.

Worst Case Hurricane Inundation (USACE 2008)

- Category 1
- Category 2
- Category 3
- Category 4



Beaches & Coastal Access



#	Access Point	Amenities
1	Blue Heron Ct	Water access, benches
2	Osprey Rd	Beach access, Osprey pier access, boat float, boat storage, kayak rack, bench, bike rack, swim float
3	Brightwater Rd	Water access, benches
4	Saltire Ave	Water access, benches
5	Sea Spray Ave	Kayak launch, kayak racks, bench
6	Sea Crest Ave	Water access, benches
7	Sea View Ave	Boat ramp, boat storage, shared beach access (boat priority)

#	Access Point	Amenities
8	Sea Breeze Ave	Beach access, parking, bike rack south pier access, swim float
9	Whitecap Rd	Beach access, golf cart parking, bike rack steel pier access
10	Indianola Rd	Beach access, swim beach, bike rack, steel pier access
11	Nehantic Dr	Beach access, car/golf cart parking, benches, bike rack, north pier access
12	Bellaire Rd	Water access
13	Billow Rd	Water access

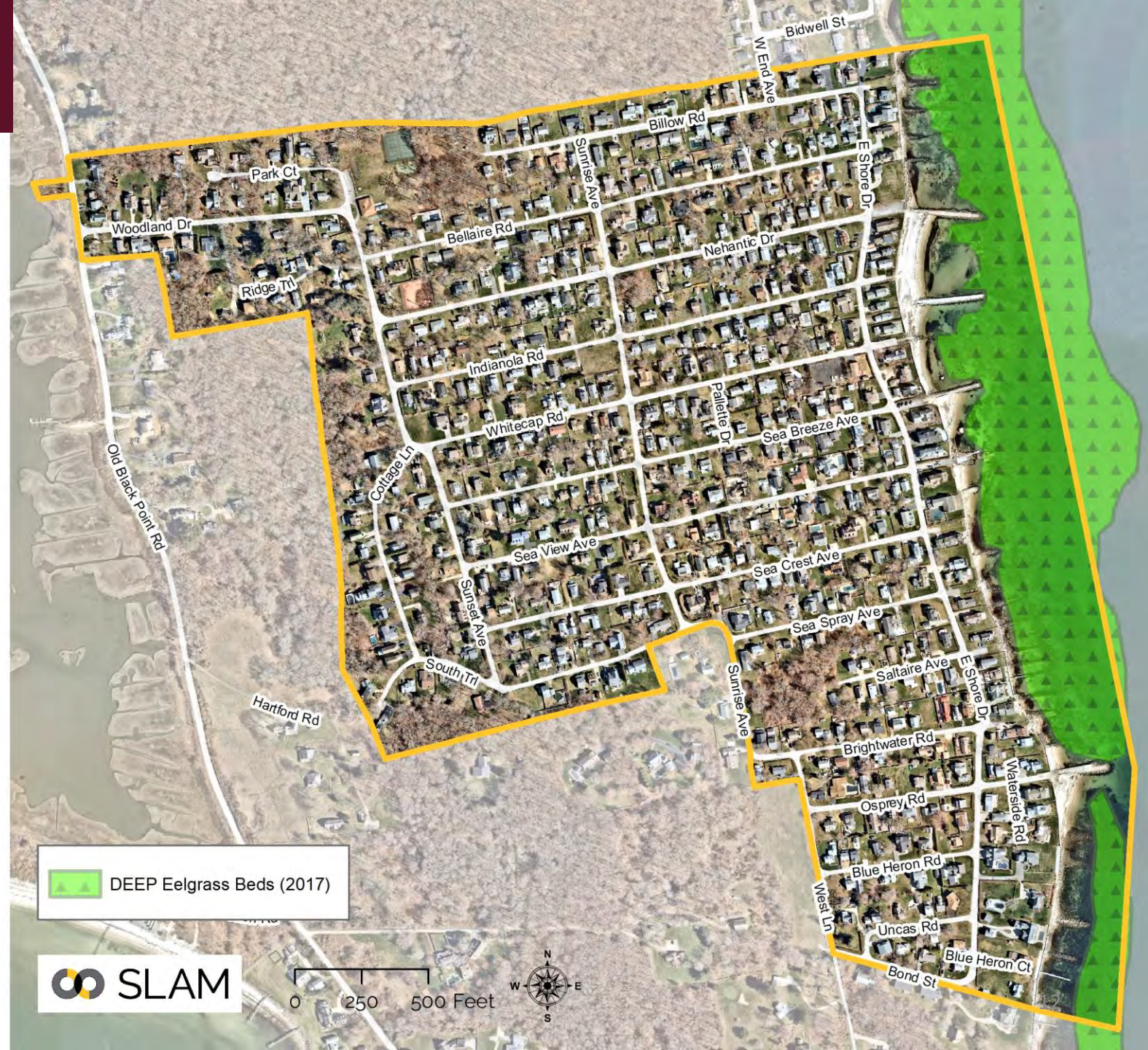
For planning/informational purposes only. Delineations may not be exact 10

Issues: Beaches

- Seaweed and eelgrass on beaches. Potential strategies:
 - Beach raking/grooming – note that beach raking using motorized equipment requires a DEEP General Permit for Coastal Maintenance. Additional permits may be required depending on nature of activity.
 - Implement strategies to minimize eelgrass bed disturbance – needs to be a collaborative approach beyond BPBCA borders.
- Maintenance (prevent painting/graffiti on seawalls, etc.)
- Need for additional park benches next to right-of-way that are accessible to elderly
- Beach erosion and nourishment
 - Continue to pull sand up from the waterline during the winter and pull back down in the spring to minimize erosion.
 - Maintain groin/pier infrastructure in a state of good repair.

Issues: Eelgrass

- Seaweed/eelgrass management frequently cited as an issue – smell and associated insects
- According to CTDEEP data, the entire Niantic Bay frontage of BPBCA is an eelgrass bed.
- Strategies to reduce eelgrass disturbance include:
 - Avoid anchoring in eelgrass beds.
 - Buoy mooring lines
 - Limiting use of propellers within eelgrass bed zones.
 - Limiting boat speeds/wakes



Issues: Boating

- Boat beach maintenance (rocks, seaweed removal)
- Need for rack system for paddleboards
 - Need to identify priority location(s).
- Kayak racks currently free and first come first served – some residents drop their kayaks and never use them.
 - Create a registration system?
 - Establish user fee?
 - Upland storage area?
 - How would these be managed or “honor system”
- Kayak accessibility vs. compatibility with bathers at Sea View Beach
- Community notification during storms



Kayak racks on the Pottagansett Estuary on Old Black Point Rd.

Issues: Docks & Piers

- Feedback received regarding need for permanent dock made with durable materials and providing additional capacity
 - Current floating docks are unsafe to stand on, particularly for elderly.
 - Dock space is limited and can only accommodate one boat at a time, creating log jams
- Daily maintenance and cleaning of piers
- Need for clear signage

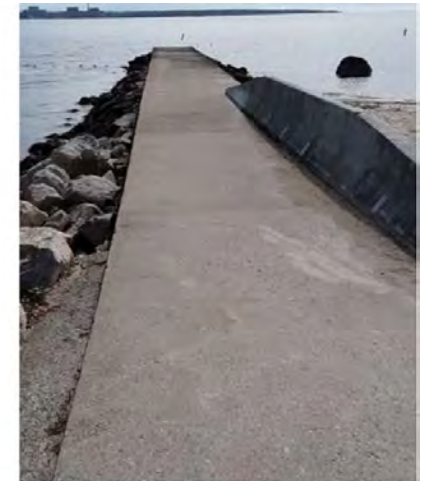
Follow up items:

- Gather feedback on perceptions of docking facilities, and willingness to pay for improvements
- Is there room for either of the boat floats to be enlarged?



Issues: Docks & Piers

- Steel Pier repaired in 2019
 - New sheet piles on north side, pressure grouting fill, and new concrete topping slab
- Remaining piers/groins were assessed in 2020 (GNCB report). Needed improvements identified include:
 - Ongoing maintenance – sealing, patching, and repair of concrete and epoxy surfaces
 - Repairs and enhancements to armor stone
 - Drainage pipe repairs
 - Raising each pier 1 foot.
 - These items were anticipated to cost \$1.84 million (in 2020 dollars) over a 30-year period.
 - **Discussion of changes to charter to allow annual collection of funds for major capital projects as opposed to one-time special assessments?**



Harbor Management Plan

- Plan amended in 2019
- **Recommendations for Black Point Planning Unit include:**
 - Moorings should be used primarily for shorefront property owners.
 - Limit impacts to intertidal flats, beaches, and other coastal resources
 - Continue water access and activities in accordance with association regulations
- **Recommendations for Pattagansett Planning Unit include:**
 - Maintain restricted speed area
 - Priority area for shellfish restoration
 - Prevent conflicts between coastal infrastructure and shellfish habitat areas



Coastal Resilience

East Lyme Coastal Resilience, Climate Adaptation, and Sustainability Study (CRASS) completed in 2018.

Key Issues impacting BPBCA:

- **Sea level rise (SLR)** – State of CT has adopted a 20-inch sea level rise by 2050 as a standard for coastal resilience planning.
- **Coastal flooding** from extreme weather events. CT likely to experience more frequent and stronger storms, and impacts amplified by SLR.
- Structures in flood zones – many in BPBCA, especially on east side of East Shore Road.
- Pump station infrastructure in flood zones.

Recommendations impacting BPBCA:

- Include freeboard in local zoning, in alignment with state SLR standards.
- Address drainage issues at Black Point Road at Burnap Road – prevent inundation through installation of backflow preventer on stormwater culvert under railroad.
- Perform critical roadway alterations for emergency access and climate adaptation.
- Evaluate and address critical infrastructure in coastal flood zones (such as East Shore Pump Station).

Hazard Mitigation

Natural Hazard Mitigation Plan for East Lyme updated in 2017

Key issues are similar to those identified in the 2018 CRASS study

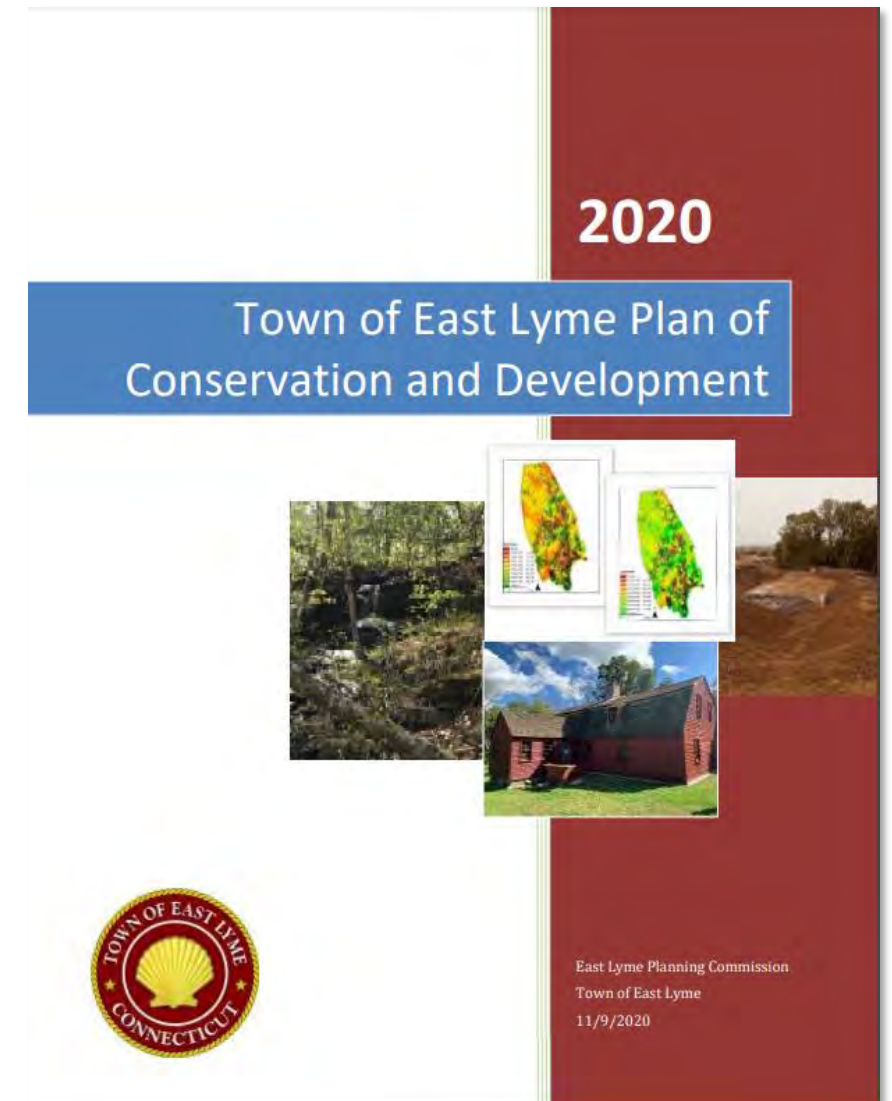
Recommendations impacting BPBCA:

- Develop a checklist for land development applicants that cross-references the specific regulations and codes related to disaster resilience (BPBCA could partner with Town of East Lyme on this task).
- Pursue elevation of properties that suffer flood damage, prioritizing repetitive loss properties in the Niantic Bay area.
- Apply freeboard standards of one foot or more when requiring elevations for renovations or new construction in coastal flood zones.
- Relocate the wastewater pumping station in the Black Point area so that it is outside of the flood risk area or pursue other flood mitigation alternatives.
- Investigate funding sources and the feasibility of elevating locally owned roads with an emphasis on those needed for evacuation

East Lyme POCD

East Lyme Plan of Conservation and Development (POCD) last updated in 2020. Recommendations that are relevant to BPBCA include:

- Incorporating stormwater management best practices into zoning regulations.
- Address flooding issues on Black Point Road at Burnap Road.
- Implement recommendations from Hazard Mitigation Plan and CRASS report.



Recreation & Programs

Facilities

- Clubhouse tennis/pickleball courts (2)
- Nehantic tennis courts (2)
- Youth sized basketball court
- Shuffleboard (2)
- Bocce
- Gaga ball pit
- Playscape & playground
- Multi-purpose playfield

Follow up items:

- Survey questions to determine interest and demand for additional programs/investments in facilities
- Willingness to pay

Programs

- Men's & Women's Club
- Tennis lessons
- Kids Summer Recreation Program
- Bocci and Pickleball Leagues
- Annual 5k road race
- Community events (bonfires, parade, BBQs)
- Yoga classes
- Swim lessons

Clubhouse

- Used for official BPBCA meetings, annual meetings, and recreational programs such as Women's Club and Men's club.
- Recent improvements include new roof, renovated bathrooms, and new floors.
- Typically, not used in the winter

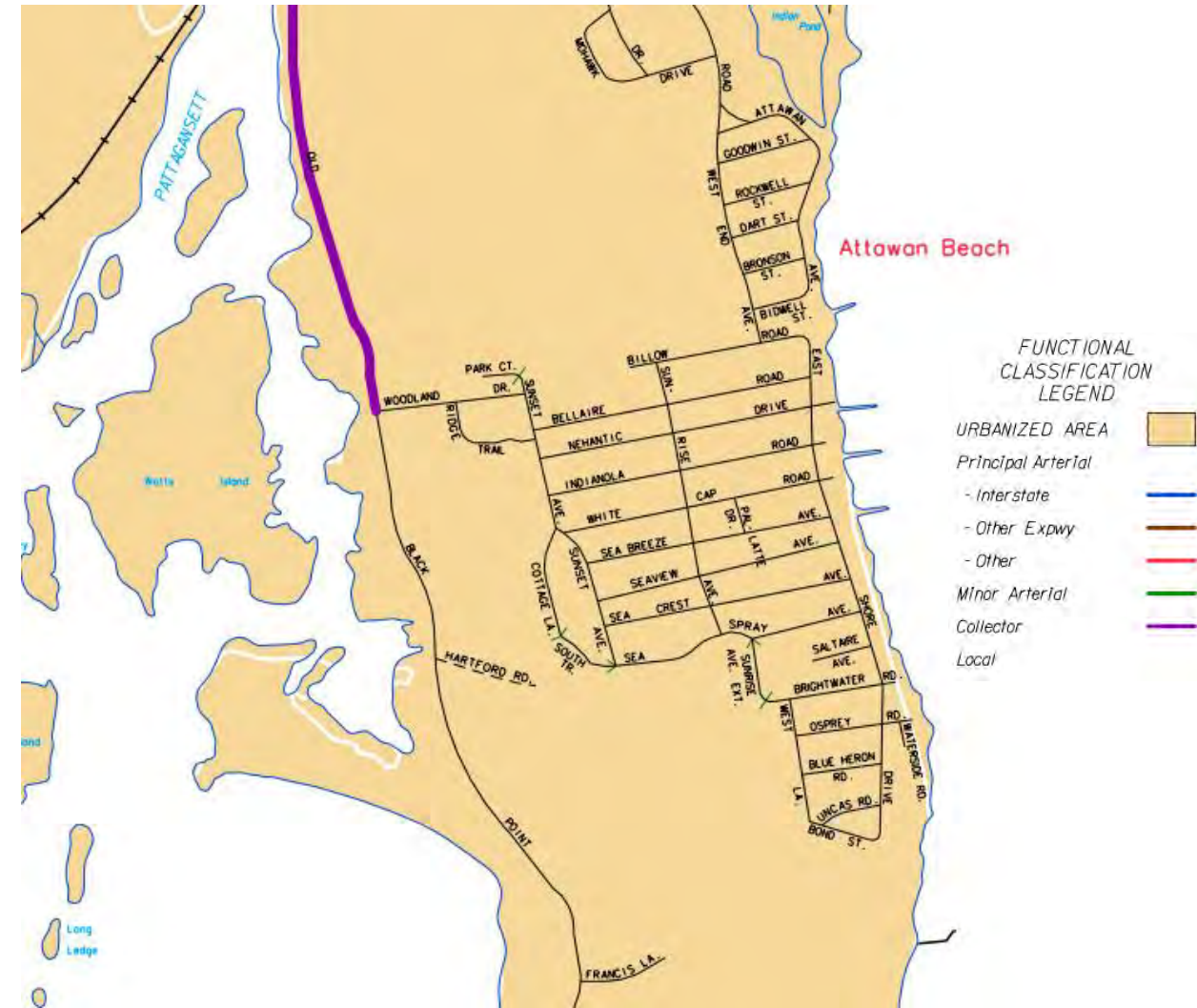
Follow up items:

- Survey questions to determine demand for year-round usage and programs
- Willingness to pay for other upgrades (weatherization, IT, AV, kitchen upgrades)



Transportation

- All roads in Black Point are classified as Local roadways by CTDOT. Old Black Point Road north of Woodland is considered a Collector Road.
 - Primary access to BPBCA via West End Road/Attawan Rd and Old Black Point Road
- Shared use roadways within BPBCA boundaries accommodate cars, golf carts, cyclists, and pedestrians.
 - Narrow road widths
 - Sight line/visibility issues at some intersections, particularly on East Shore Drive
- Conflicts with vehicles/trailers using the Sea View Avenue boat launch



Next Steps....

- Generate community awareness of master planning process through information on website, update at Board of Governor's Meeting & Social Media
- Disseminate Community "Initial Findings" Slide Deck through BPBCA's website
- Refine Draft online community survey for input and revisions. Target Survey Launch in next two weeks, if possible.

APPENDIX C

1984 Community Survey

LONG RANGE STUDY COMMITTEE SURVEY

Summary

1. We mailed out 523 questionnaires, and 249 of you responded. In survey circles anything of over about 25% is considered good. To get 47+% return on a survey is excellent; so the first thing we know about Black Point is that its citizens are concerned and active.
2. Extrapolating from the figures we received, there are about 1,000 people at the beach during the week and approximagely 1,300-1,500 people on the weekends. The major change in numbers is due to the influx of teenagers and adults.
3. You indicated that about 10% of our cottages are rented some time during the year.
4. 31% of our homes are used year round.
5. This is how you said you used the facilities at the beach:

a. 73% of us use the beaches regularly	96% of us use the beaches
23% of us use the beaches sometimes	
b. 17% of us use the boat docks regularly	39% of us use the boat docks
22% of us use the boat docks sometimes	
c. 16% of us use the moorings regularly	28% of us use the moorings
12% of us use the moorings sometimes	
d. 14% of us use the recreation program regularly	30% of us use the recreation program
16% of us use the recreation program sometimes	
e. 13% of us use the boat launch regularly	38% of us use the boat launch
25% of us use the boat launch sometimes	
f. 11% of us use the tennis courts regularly	51% of us use the tennis courts
40% of us use the tennis courts sometimes	
g. 8% of us use the clubhouse regularly	52% of us use the clubhouse
44% of us use the clubhouse sometimes	
h. 3% of us use the basketball courts regularly	32% of us use the basketball courts
29% of us use the basketball courts sometimes	
6. Regarding use of the beaches, the respondents indicated that:

40% of them use South Beach
21% of them use North Beach
21% of them use Seabreeze
10% of them use Seaview
5% of them use Seaspray
3% of them use other

7. As regards the condition of the beaches, you stated the following:

	OK to Excellent	Poor
Sand	72%	28%
Amount of beach	71%	29%
Depth of water	59%	41%
Cleanliness of water	67%	33%
Water bottom	39%	61%
	<u>Yes</u>	<u>No</u>
Are the beaches crowded?	63%	37%
Are the beaches noisy?	64%	36%
Is there sufficient parking?	65%	35%
Are the beaches safe?	85%	15%

8. The following numbers of boats were recorded in the survey:

- 74 power boats
- 60 sail boats
- 29 sunfish type
- 13 catamarans
- 9 surf sails
- 14 other

9. This is the way you maintain your boats:

- 39% of the people moor at Black Point
- 20% of the people trail their boats or moor them for short periods of time
- 18% of the people trail their boats in and out each use
- 13% of the people store or moor their boats out of Black Point
- 2% of the people have their boats in slips
- 9% of the people report no proper storage or mooring available

10. As for dinghys:

- 64% are stored at home
- 18% are stored on the right of way
- 16% are stored on the beaches
- 2% other

11. Boaters who responded, reported the following:

	OK to Excellent*	Poor
Dinghy storage	24%	77%
Facilities at pick-up dock	54%	46%
Moorings	64%	36%
Swimmer safety	64%	36%
Boater safety	66%	34%
Launching safety	72%	28%

*The number of people rating any of the above as excellent is minimal.

12. When asked to write about our needs at the beach, you created the following hierarchy of issues:

Primary Issues

1. Shallowness of water at North Beach
2. Erosion of South Beach
3. Eel grass (all beaches)
4. Rocks/stones in water (all beaches)
5. Beach cleanliness (cigarettes, sticks, stones)
6. Dinghy storage
7. Launching area--rocky, water level, safety
8. Evening noise--on beach, from cars (stereos, etc.)
9. Vehicular safety--speeding, stop sign violations, peeling
10. Dogs--sanitary management
11. Zoning--process, communication with public regarding "summer water" issue

Secondary Issues

1. South Beach--severe slope in one area
2. Need for more beach
3. Lack of respect for safety of swimmers by boaters
4. General water safety
5. Poor mooring facilities
6. Water depth at pick-up dock
7. Need plan
8. Recreation--need to upgrade, add, e.g. swimming, arts/crafts, adult activities, gymnastics, road race, softball, etc.
9. Sewers (need them)
10. "Cats" use too much space

Minor Issues

1. Seaspray--not cleaned
2. "Cats" need more space
3. Swimmers endanger selves by actions (swimming in restricted areas)
4. Need small boat storage
5. Clubhouse--noisy rentals
6. Tennis--reservation system (+,-), no cost, parking, cleaning of courts, cliques(2), more time
7. Vacant lots (dirty)
8. Parking (need more) (use stickers)
9. Roads (poor)
10. Renters--limit number/household, disrespectful of rules
11. Hedge heights (traffic safety)

Conclusions

In general, the people of the Black Point Beach Association are more active than the typical population, as evidenced by their response to this survey. This is confirmed when you realize that the survey was done in an off season. The demography of Black Point demonstrates a family population, with adults representing approximately 70% of the population, teenagers approximately 13% of the population, and children 12 and under approximately 15% of the population. We have also projected that the numbers of people on the weekends are increased by about 25 to 33%.

Although about 10% of the cottages are rented, less than 1/3 of those are rented year round or for the winter.

We are a beach community, with 96% of all people reporting use of the beach. Less than 20% of the population are avid boaters, but nearly 40% of the population uses boats as a recreational outlet. 11% of the population use the tennis courts regularly, but almost half of the population has some involvement with the tennis facilities. 8% of the population makes use of the clubhouse as a means of recreation, but 52% go to the clubhouse for one reason or another on an occasional basis. About 3% of our population are basketball persons, but up to 1/3 of us throw a shot in the hoop occasionally.

According to the survey, the three most utilized beaches are South Beach, North Beach, and Seabreeze. They represent the vast majority of our population. Seaview, Seaspray, and the other areas serve approximately 18%. In general, the beaches were rated as OK with 2/3 of the people saying the sand, the amount of the beach and the water cleanliness were acceptable, but less than 60% felt the water depth was appropriate. In the narratives, this pointed specifically to North Beach. The water bottom less than 40% of the people felt was satisfactory. There again this was supported in the narratives. The written statements also impressed me with the need for South Beach to have a rock removal program on the beach itself. In general, the written comments about the beach were more negative than the ratings given in the first part of the survey. The beaches were rated as extremely safe and having sufficient parking, but about 2/3 of the respondents felt the beaches were crowded and noisy.

As noted above, approximately 20% of the population is heavily involved in boating. More than 1/3 of the boats are power boats, another 1/3 sail, and another 1/3 are smaller boats such as sunfish type, catamarans, surf sails, etc. The larger boats are moored permanently at Black Point or trailed in and out and left for short periods of time. About 18% of the people trail their boats in and out each time and 13% of our boating population keep their boats stored and moored out of Black Point. A major issue for boaters was the storage of dinghys, with 2/3 of the people reporting that they stored them at home. Docking, as reported statistically and narratively, is a problem with water level rocks and people using the docking pick-up area for other reasons. Mooring itself, in general, is considered good by a majority of the population. 1/3 of the population has significant concern for safety of swimmers and boaters around the launching areas and on beaches where catamarans are launched and stored.

As you read the list of major, secondary, and minor issues, I wish to note that the process used was to read each comment, put it in a category, and simply rate the issues as level 1, 2, or 3 based upon the frequency of response in each area.

In general, I would say that the vast majority of people at Black Point are satisfied with the area, that the 11 major issues need to be addressed as immediately as possible, hopefully before the opening of the beaches in the summer of 1984. The other issues I believe we have a little more time to work with, and this can be accomplished through our summer input meetings and finalized in summer 1985 or 1986.

This report is respectfully submitted to the Board for their consideration and review.

Matthew Borrelli
Chairman, Long Range Study Committee

P.S. Thank you to the people who volunteered to serve on committees and to those who offered to act as consultants to our association. For the Board's information, there are about 30 people in each category.

APPENDIX D

2020 Waterfront Assessment & Potential Costs

Black Point Beach Association Report Pier/Groin Structures October 2020

The Black Point Beach Association (BPtBA) maintains four erosion/beach control structures at their beach areas fronting the west side of Niantic Bay on Long Island Sound along with a drainage pipe outlet.

Principals
Charles C. Brown, P.E.
James F. Norden, P.E.
Amy Jagaczewski, P.E.

Principal Emeritus
Kenneth Gibble, P.E.

Geotechnical Associate
David L. Freed, P.E.

Structural Associate
Richard A. Centola, P.E.

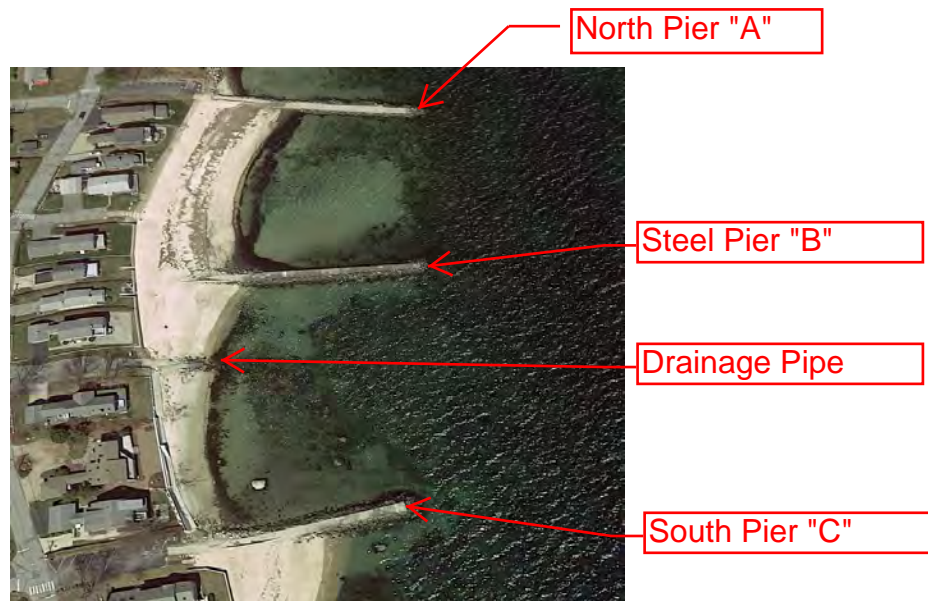


Figure 1 BptBA Nehantic, Steel Pier, Sea Breeze Pier/Groins



Figure 2 BPtBA - Osprey Pier/Groin

This report is intended as a point in time evaluation of the following existing structures:

1. North Pier "A" off extension of Nehantic Drive approximately 281 feet into Niantic Bay.
2. Steel Pier "B" between Indianola and White Cap roads of approximately 260 feet into Niantic Bay.
3. South Pier "C" off Sea Breeze Avenue approximately 220 feet into Niantic Bay
4. Southern-most Pier "D" off Osprey approximately 200 feet into Niantic Bay.
5. Concrete Covered Drainage Culvert off extension of White Cap Road 60 feet into Niantic Bay.

The intermediate steel faced pier between Indianola Road and White Cap Road has been recently rehabilitated and is in new condition. Refer to attached sketches SK1-SK4 for plan information of the other structures showing current conditions.

General Pier Assessment

The north and south groins are similarly constructed with an interior cut stone pier structure capped by a concrete paving slab. The sides and leading end are further protected by armor stone revetments that extend out from the top edge of the pier sloping down to the sand bottom.

The effectiveness of this type of revetment structure to wave action is determined by the use of appropriate size stone and maintaining a uniformly consistent plan profile with irregular surface towards the wave direction. When waves are sufficient to displace the exposed stone the created gaps along the revetment can exacerbate additional displacements and lead to deterioration of the protection. Additionally, deterioration of the concrete paving and or integrity of the cut stone pier walls can lead to breakdown of the pier with loss of core materials within.

For Piers A,C and D there are areas where the armor stone has gaps which need to be filled to provide an effective profile. This should be done with appropriate size stone and we recommend pieces weighing at least 2400 lbs. minimum with angular proportions. Stone should be placed to provide interlock with adjacent stones and placed to provide an approximate 2 to 1 horizontal to vertical slope. Approximate areas of this work are shown on the attached plan layouts of the piers. Stone replacement and void infills should be accomplished with new stone, not reclaimed stones from the front of the revetment as this could destabilize the structure and this work should be undertaken in a timely fashion such as in the next 5 years.

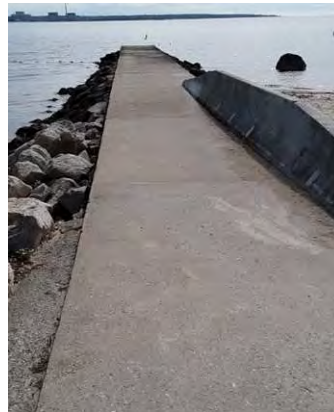


Gap in Armor Stone Revetment Requiring New Stone Infill

The concrete paving appears to be of different ages and is worn but serviceable. Maintenance should be considered in areas where joints are opening and or where vegetation is growing. This will slow down further deterioration and avoid tripping hazards on the deck.



North Groin Paving



South Groin Paving



Paving Deterioration

Paving Pothole

Repair for these deteriorated conditions would include removal of any loose cracked/crumbling concrete with new patching placed with depth and bonding to adhere to the substrate concrete. We would also recommend removal of any vegetation growing within joints in the paving as this will speed up deterioration at these joints. This type of work should be considered yearly maintenance provided on an as needed basis.

All piers have undergone some degree of settlement. The most crucial settlement condition exists on the northern side of the South Pier "C" where the revetment appears to be up to 2 feet lower than the concrete paving. We attribute this to storm waves overtopping the groin from the south predominate wave fetch direction with the subsequent removal of the sands beneath the northern revetment. Continued wave action will jeopardize the stability of the groin and we would recommend restoring the height of this with armor stone as of size and conditions noted previously. This work should be undertaken with the next 5 years to safeguard this pier.

Drainage Facility Assessment

The concrete cap structure is intended to provide protection of an approximate 30 inch diameter precast concrete pipe that drains street runoff into the bay. It has a cast-in-place concrete covering over the top and sides from some distance landward out to the discharge end which is partially surrounded by stone to prevent clogging from sand and small stones. The last 21 feet of the enclosure and pipe have broken and settled away from the landside section with a break and separation at the last section. This has allowed the discharge end to shift (rotate counterclockwise 20 degrees or so) and thus compromised the pipe and its hydraulic cross-section limiting its function. Further deterioration will eventually cause the drainage to become clogged.



Drainage Pipe Concrete Encasement



Broken Last Section of Pipe

We would recommend that the end section of this pipe be replaced with new concrete encasement established back to the break (approximately 21 feet) as soon as possible.

Regulatory Concerns

All four of the piers owned by the Black Point Beach Club Association have a long permit history. Any modifications to the structures, whether for maintenance or improvement, will have permitting required from both the US Army Corps of Engineers and the Connecticut DEP. Maintenance of the structures in substantial in the same location configuration, height, length, width, and armor stone for scour protection will be eligible for the US. Army Corps of Engineers General Permit. All of this work would also be eligible for the Connecticut DEP Certificate of Permission unless the finished elevation of the concrete cap on the groin is raised or if the footprint of the armor stone is increased laterally from the sides of the groin.

With regard to the drainage pipe it would be advisable to apply for a Certificate of Permission immediately in order to preserve the right to maintain the pipe as needed. The pipe is in a delicate situation because the end section, a length of approximately 8 feet, has already become disjointed and has rotated, in position, approximately 30° counterclockwise. The system is still functional and therefore would be eligible for this maintenance work under the COP.

For long term performance and proper protection all of the piers will need to be increased in height at least 1 foot within the next 20 or so years. Additionally, the South Pier is recommended to have enhancement of over 10% volume to bring the northern side armor stone revetment back up to its original level. These larger projects will require new Structures and Dredging permits with currently run for 5 years with the possibility of extensions beyond.

Future Capital Expenditures

As requested based upon the current conditions of the structures, anticipated deterioration and future sea level rise, we have tabulated and estimated the potential capital costs to maintain the Association's beach structures and allow for their continued performance in the attached schedule.

ANTICIPATED CAPITAL EXPENDITURE SCHEDULE (30 YEARS OUT)

ASSET (LOCATION)	1-5 YR. 2020-2025	5-10 YR. 2025-2035	10-20 YR. 2035-2045	20-30 YR. 2045-2055
NORTH PIER A (NEHANTIC)	Repair Armor Stone Maintenance Sched 2 \$30,000,\$1000/yr	Maintenance Sched 2 \$1000/yr	Raise Pier 1 Ft. Maintenance Sched 3 \$350,000,\$4000/2yr	Repair Armor Stone Maintenance Sched 3 \$30,000,\$4500/2yr
MIDDLE PIER B (STEEL)	Maintenance Sched 1 \$5000/2yr	Maintenance Sched 1 \$5000/2yr	Maintenance Sched 1 \$5000/2yr	Raise Pier 1 Ft. Maintenance Sched 1 \$200,000,\$7000/2yr
South PIER C (SEA BREEZE)	Repair Armor Stone Enhance Armor Stone Maintenance Sched 2 \$30,000,\$80,000,\$1000/yr	Maintenance Sched 2 \$1000/yr	Raise Pier 1 Ft Maintenance Sched 3 \$350,000,\$4000/2yr	Repair Armor Stone Maintenance Sched 3 \$30,000,\$4500/2yr
PIER D (OSPREY)	Repair Armor Stone Maintenance Sched 2 \$30,000,\$1000/yr	Raise Pier 1 Ft. Maintenance Sched 3 \$350,000,\$4000/2yr	Maintenance Sched 3 \$4000/2yr	Repair Armor Stone Maintenance Sched 3 \$30,000,\$4500/2yr
DRAIN PIPE (WHITE CAP)	Pipe Repair \$80,000	\$0	\$0	\$0
Total Costs	\$277,500	\$382,500	\$785,000	\$392,500

Repair/Upgrade Legend:

Maintenance Sched 1: For Steel Pier includes Bi-yearly sealing of concrete and patching of any breaks in the epoxy coating on steel sheeting.

Maintenance Sched 2: For Piers A,C and D, Patch Repair of Concrete, clean joints

Maintenance Sched 3: For New Raised Concrete Piers Bi-yearly Concrete Sealing

Repair Armor Stone: Repair Pockets of Missing Stone as shown on SK sheets for current repair and anticipate 20 tons for future repairs.

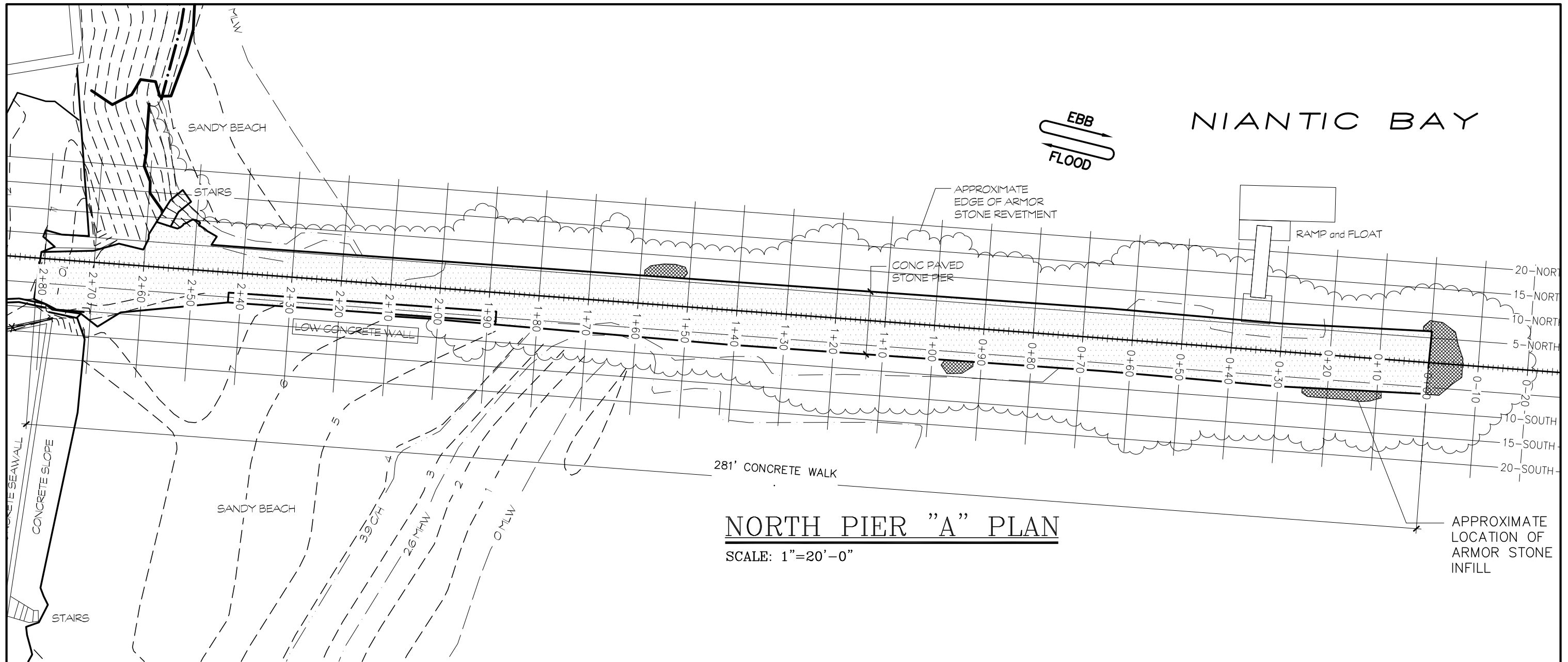
Enhance Armor Stone: For Pier C only - Full permit and raise stone on North Side of South Pier per SK2

Raise Pier 1 Ft.: Full permit and 1 foot concrete paving w/ improvement of revetments.

Pipe Repair: For Drain Pipe only - COP permit and replace last 21 feet of pipe and encasement.

Notes:

1. All estimated costs are in 2020 dollars.
2. It is anticipated that due to sea level rise all piers will need to be elevated approximately 1 foot achieved by pouring on top of old concrete cap spread out in time as shown This would be necessary to maintain the erosion control function of the piers.



NORTH PIER "A" PLAN

SCALE: 1"=20'-0"

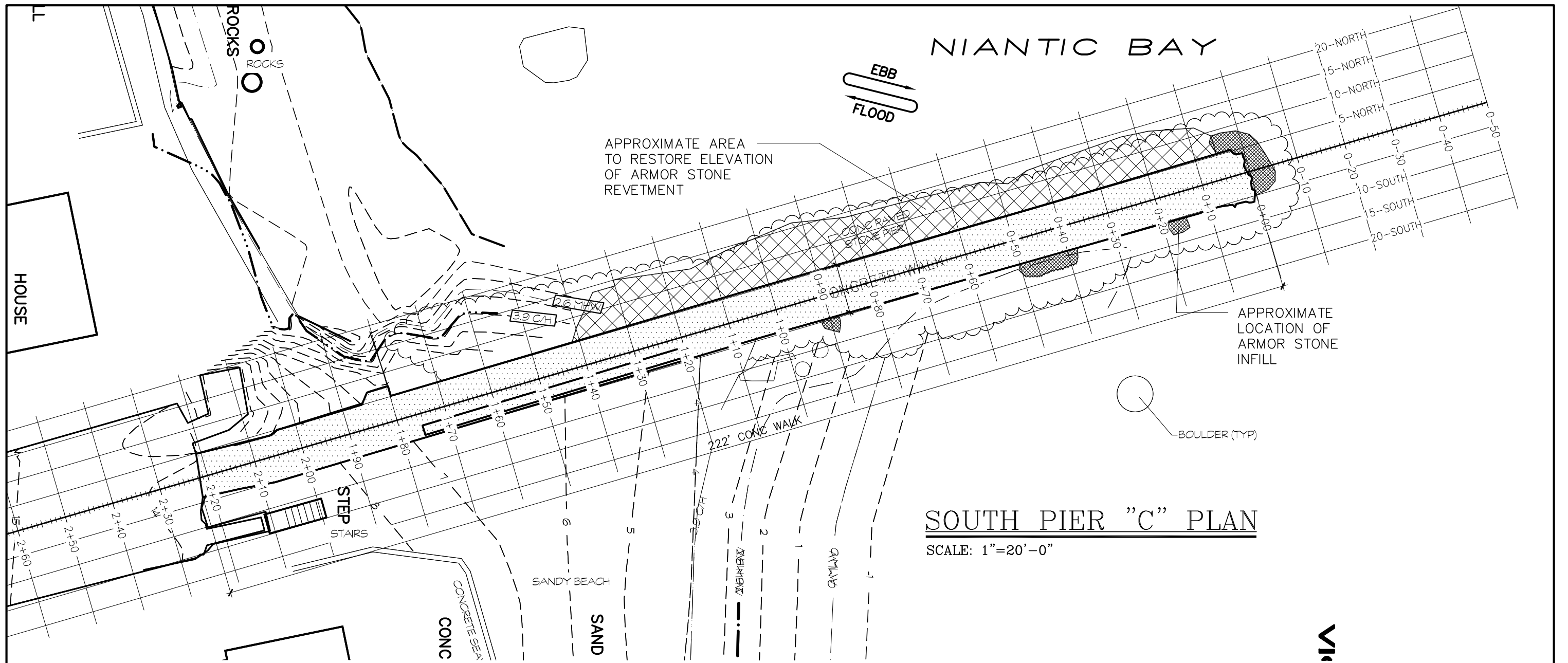
NORTH PIER "A"
(NEHANTIC)
CONDITION
ASSESSMENT

BLACK POINT
BEACH ASSOC.
NIANTIC, CT

DATE: 12AUG20	DWG. NO.
PROJECT: #20113	SK1
SCALE: AS SHOWN	
DRAWN BY: CCB	
CHECKED BY:	



1358 BOSTON POST ROAD
POST OFFICE BOX 802
OLD SAYBROOK
CONNECTICUT 06475
PHONE: 860 388 1224
GNCBENGINEERS.COM



SOUTH PIER "C" PLAN
 SCALE: 1"=20'-0"

SOUTH PIER "C"
 (SEA BREEZE)
 CONDITION
 ASSESSMENT

BLACK POINT
 BEACH ASSOC.
 NIANTIC, CT

DATE: 12AUG20	DWG. NO.
PROJECT: #20113	SK2
SCALE: AS SHOWN	
DRAWN BY: CCB	
CHECKED BY:	



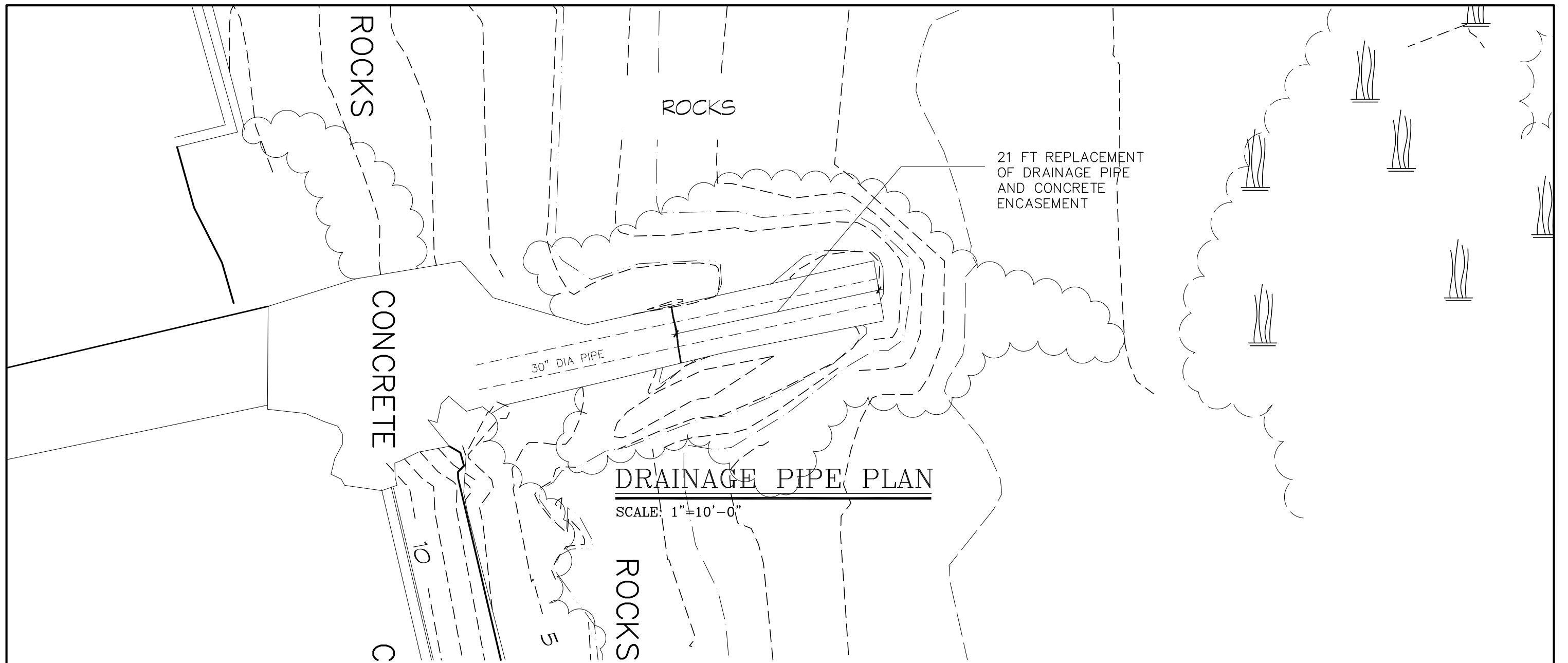
CONC PAVED
STONE PIER

APPROXIMATE
LOCATION OF
ARMOR STONE
INFILL

PIER "D" PLAN

SCALE: 1"=20'-0"

PIER "D" (OSPREY) CONDITION ASSESSMENT	
BLACK POINT BEACH ASSOC. NIANTIC, CT	
DATE: 12AUG20	DWG. NO.
PROJECT: #20113	SK3
SCALE: AS SHOWN	
DRAWN BY: CCB	
CHECKED BY:	



**DRAINAGE PIPE
CONDITION
ASSESSMENT**

**BLACK POINT
BEACH ASSOC.
NIANTIC, CT**

DATE: 12AUG20	DWG. NO.
PROJECT: #20113	SK4
SCALE: AS SHOWN	
DRAWN BY: CCB	
CHECKED BY:	

BP Capital Asset Inventory-February 2021

BP Capital Asset Inventory-February 2021								
Assets		Estimated Maintenance Costs (from 2020 assessment)				Total	Annual Cost	
		1-5 Years	5-10 Years	10-20 Years	20-30 Years		Over 30 year window	
		2021-2025	2026-2035	2036-2045	2046-2055			
Shoreline Assets								
Nehantic	281ft Groin	\$35,000	\$5,000	\$370,000	\$52,500	\$462,500	\$15,417	
Indianola	260 ft Groin (steel pier)	\$12,500	\$12,500	\$25,000	\$235,000	\$285,000	\$9,500	
Whitecap	Drain Outfall (East Lyme)	should work with East Lyme					\$0	
Sea Breeze	220 ft Groin	\$115,000	\$5,000	\$370,000	\$52,500	\$542,500	\$18,083	
Sea View	60 ft Boat Ramp	should have some maintenance built in here				\$110,000	\$3,667	
Osprey	200 ft Groin	\$35,000	\$360,000	\$20,000	\$52,500	\$467,500	\$15,583	
Right of Ways (13)	13					\$130,000	\$4,333	
Back Bay	Dock/Launch					\$25,000	\$833	
					Sub Total	\$2,022,500	\$67,417	
Inland Assets		Present Replacement Cost	Life Span (Years)					
Club House & Out Buildings	1 Club House 3 Sheds	\$180,000	50				\$3,600	
Club House Mechanicals	HVAC, Plumbing, Elec., Kitchen	\$40,000	15				\$2,667	
Tennis Courts	2 Clay & 2 Asphalt Courts	\$75,000	20				\$3,750	
Play Ground	Various, Club House	\$100,000	20				\$5,000	
Basketball Court	Full Court	\$20,000	20				\$1,000	
Parking Lots	White Cap, Club House	\$30,000	30				\$1,000	
		\$445,000			Sub Total		\$17,017	
							Summary	
							Shoreline \$67,083	
							Facilities \$22,017	
							Annual Expense \$89,100	
		Annual Expense						
	Option2-with1ft pier incr cost (requires structures & dredging permit)	\$89,100						
	Option2-with1ft pier incr cost@80% funding (requires structures & dredging permit)	\$71,280	assumes the incremental 20% could be raised via assessment					80%
	Option2-with1ft pier incr cost@70% funding (requires structures & dredging permit)	\$62,370	assumes the incremental 30% could be raised via assessment					70%
	Option3-without 1ft pier incr cost	\$47,500						
	Option3-without 1ft pier incr cost@80% funding	\$38,000					80%	
	Option3-without 1ft pier incr cost@70% funding	\$33,250					70%	

Note *--.06 mil offset due to elimination of budget line item "Reserve Fund-LT Capital Improvements"

Note: The dollar values presented here are based on 2020 estimates and do not include any inflation, contingency, and year over year escalation costs



Black Point
BEACH CLUB