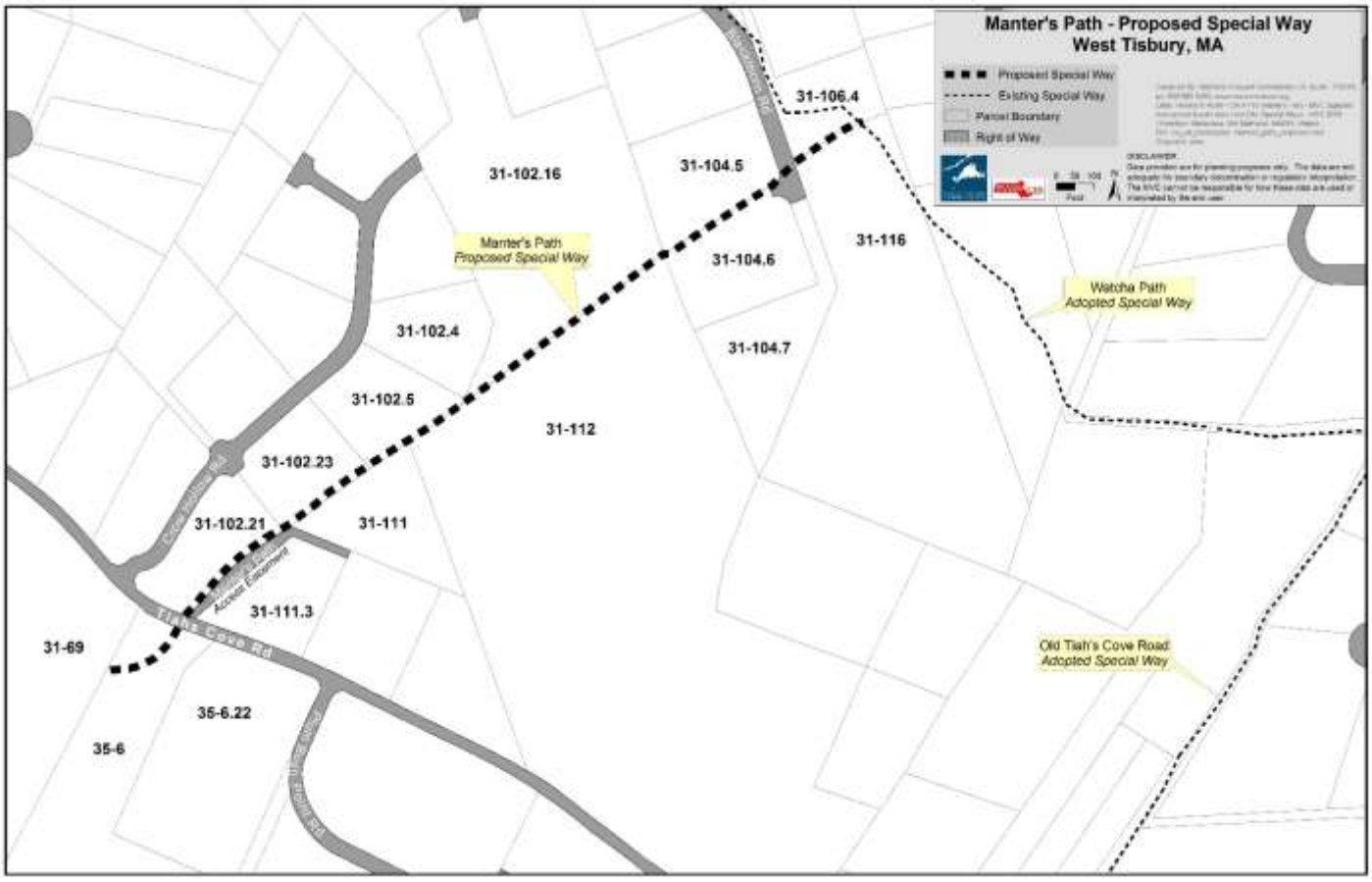
ISLAND ROAD DCPC SPECIAL WAYS ZONE
PROPOSED DESIGNATION of MANTER'S PATH
IN THE TOWN OF WEST TISBURY

(For MVC to designate or not to designate the area under consideration)
February 2, 2017
Staff notes (Jo-Ann Taylor, DCPC Coordinator)

Area under consideration for designation:

Within twenty feet of either side of the centerline of **Manter's Path**: As shown on Assessors' Map 31: from the juncture of lots 6 and 69 at a point approximately 200 feet from the centerline of Tiahs Cove Road; across Tiahs Cove Road to the juncture of lots 102.21 and 111.3; in a generally northeasterly direction along the property boundaries; across Blackthorn Road; approximately 200 feet along the boundary of lots 106.4 and 116 to meet the Special Way know as Scrubby Neck Road and Watcha Path.



Nomination: The nomination was received from the West Tisbury Planning Board on December 13, 2016, and was accepted for consideration by the Commission on January 5, 2017. Some highlights of the nomination follow:

Manter's Path is a vestige of the travel network used by Martha's Vineyard ancestors and reminds us of the way they lived back then….The depressions in the path clearly point to the continual use of this path since ancient times. Replication of these impressions, if they were to be damaged, would be all but impossible; erasing the visual memory of historic use…..Protection of this path aids in protecting

the rural traditions of the Vineyard that are critically tied to our Island values. Protection and maintenance of this path stems the rising tide of suburbanization.

(See full text of nomination attached.)

Timeline: This proposal is for a new way to be included in the Island Road District Special Ways Zone. Even though there is already an Island Road District and a Special Ways Zone, the geographic area included in the nomination is newly proposed and the consideration was made in the same manner as a brand new nomination. The Commission has 60 days from the consideration vote, until February 27, but certainly could close the hearing and vote on February 2. It is the intention of the Planning Board to present an article for vote at the April 11 Annual Town Meeting.

MVC designation hearing and vote: The MVC has been asked by the West Tisbury Planning Board to **DESIGNATE** the area under consideration to be included in the Special Ways Zone of the Island Road District. In making its determination on designation, the MVC is guided by the Critical Planning District Qualifications (full text attached).

Criteria for designation: The Qualifications are based very closely on the original text in Chapter 831 of the Acts of 1977 as amended (the Act), and have guided DCPC designation since the 1970's. The Qualifications set out criteria for designation; including the need for designation, the size and shape of the District, and Specific Qualifications for the various types of district. The Special Ways Zone of the Island Road District falls into the category Cultural or Historic Resource District.

Analysis:

The nomination appears to present compelling statements regarding the need for and suitability of designation.

Regarding the General Qualifications, the nomination makes a case for the need for designation and for the appropriateness of the area for designation:

This path helps to maintain the rural tradition of the Vineyard that is tied to our Island values. Protection and maintenance of this path stems the rising tide of suburbanization, keeping our town rural with strong ties to its agricultural past. We feel it should remain part of our rural inventory.

Regarding the Specific Qualifications for a Cultural or Historic Resource District, the nomination notes:

Large farm parcels made up the landscape of early West Tisbury. Various ways connected these farms, allowing movement of wagons, animals and foot traffic. Various ways connected these farms, allowing movement of wagons, animals and foot traffic. Manter's Path was known as the Way to Jericho. Jericho was the name used since the 1600's for a large tract of farmland and woodland extending from the southern part of what is now the State Forest south to the eastern end of Tiah's Cove Road "Nancy Luce's House". Manter's Path is a vestige of the travel network used by Martha's Vineyard ancestors and reminds us of the way they lived back then. This unimproved, narrow, shady footpath races its recorded use back to the 1800's when several Manter families used it for passage to and from each other's farms…..

The depressions in the path clearly point to the continual use of this path since ancient times. Replication of these impressions, if they were to be damaged, would be all but impossible; erasing the visual memory of historic use. In addition, the old growth trees that shade this path would be hard to replace any time soon if they were removed. Protection of this path aids in protecting the rural traditions of the Vineyard that are critically tied to our Island values. Protection and maintenance of this path stems the rising tide of suburbanization.

These specific reasons for designating these particular ways are quite in keeping with the reasons detailed in Section 4.12 of the *Decision Designating the Island Road District as a District of Critical Planning Concern*:

Special Ways are a rare or unique resource and make an unusual contribution to the character of the Island for various reasons, often depending on the particular way. In general terms, they include, but are not limited to, roads which have been virtually abandoned or left to infrequent use. They are usually unimproved, narrow, and rustic, and generally are not committed to major vehicular travel. They also trace back to the Island's early history, including, in some cases, its pre-colonial history. The most ancient Special Ways are among the last vestiges of the historical travel network of Martha's Vineyard. They may provide archeological resources, or means of retracing historic accounts and development. In some cases, the ways are tied to early trades. Some Special Ways were laid out by the early Proprietors in the course of dividing commonly owned land into individually owned lots. Some Special Ways, whether or not so laid out, are referenced in early deeds for purposes of describing property boundaries and locations. They are literally paths that take us back through the history of life on the island.

Because of their ties to the Island's past, Special Ways may have an exceptional historic, cultural or symbolic importance. The visual character of these ways is crucial to this importance. To retain this importance, however, they must not be altered in a manner that destroys their essential character. If a special way were destroyed, its replication would take extraordinary effort and expense, and in all events such replication would lack most of the historic, cultural and symbolic significance it once embodied.

For the above reasons, Special Ways are unique historical, archaeological, symbolic and cultural resources of regional and statewide significance, and may include places, landscapes, ways and views which are especially expressive of the character of the Island, the traditions of its residents, and what makes the Island of special interest to its visitors.

In terms of their present and potential use, including recreational use, the Special Ways vary in their nature. In some cases, they provide or allow for public access to a way, including as dedicated public ways, statutory private ways, common scheme ways, or otherwise. In other cases, a special way may be a private way accessible only to the landowner or easement holders, which may be few or many. The status of the way as public, private, subject to easements, and who holds what rights therein, often involves determinations based on complicated legal principles. This determination of the status is not necessary to a special way designation, nor does the Commission's designation affect the status. Special Ways accessible to some or all members of the public offer an opportunity to experience the Island by slower means of transportation, such as walking, horse-back riding, or bicycling. Those Special Ways that are private, as well as those whose status is in doubt, may at some point in the future be made accessible through landowner agreements, court determinations, and other means, at which time they would provide recreational benefits, provided that their character had been preserved and protected. Thus, regardless of whether such ways are wholly private or subject to public rights of access, this is clearly a case where proper development guidelines at this time could preserve the character of old ways while enhancing them for existing or potential use by Island residents and visitors.

The **DESIGNATION** vote, if affirmative, should include **GOALS and GUIDELINES for DEVELOPMENT**, in this case the same Goals and Guidelines for the remainder of the Island Road

District Special Ways Zone.

Goals and Guidelines of the Island Road District Special Ways Zone:

The Goals for the Special Ways are: To protect the existing character of Special Ways for all of the reasons set forth in Section 4.12 (Cultural and Historic District: Special Ways) and to retain the view of landscapes abutting these ways by preventing the injurious effects that accompany development of the way as a primary vehicular route. Therefore, new vehicular access should be on new rights-of-way, thus preserving the Special Ways for alternative forms of transportation.

The Guidelines for the Special Ways Zone are:

A. Development Guidelines

The Commission finds that these measures are necessary to preserve the historic, archaeological, symbolic, and cultural character of the Special Ways, including, in appropriate instances, their character as primarily for non-motorized forms of transportation. As used herein, the terms "development" and "development permit" are as defined in Chapter 637 of the Acts of 1974 or Chapter 831 of the Acts of 1977, both as amended, which shall together hereafter be referred to as the "Acts").

1. No way or road shall be constructed or expanded within the Special Ways Zone which exceeds a width of twelve (12) feet

2. No fences, walls, or structures shall be erected, placed or constructed within twenty (20) feet of the centerline of the Special Way, except that lesser setbacks for fences or stone walls may be allowed on abutting lots of less than one acre in size, taking into account such factors as height, transparency, materials and natural screening to prevent creation of a narrow, visually confined effect; in which case the town shall demonstrate that its regulations allowing such lesser setbacks are consistent with the purpose of this guideline. (See also Section 5.III.A regarding stone walls.)

3. Every attempt shall be made to retain a surface of indigenous sand, clay, gravel and/or grass.

4. No special way shall be paved with any impervious material, such as bituminous concrete or asphalt.

B. Uses Within the Special Ways Zone

1. Permitted Uses.

Any use permitted by the applicable town zoning district, provided that either of the following conditions are met:

The development does not result in direct vehicular access to the Special Way, **or**

The Special Way meets one or more of the following criteria as determined by the Planning Board

(a) the Special Way is identified as having provided the vehicular access for a specific development approved for a development permit prior to the Commission's acceptance of the special way nomination, provided that the development permit for such development is in effect at the time of development; **or**

(b) the Special Way is identified as the only legal means of vehicular access for a development or a use allowed as of right prior to the Commission's acceptance of the special way nomination (e.g., an easement over the special way provided the sole access to a landowner's property); **or**

(c) the Special Way is identified as having been routinely traveled by motor vehicles prior to the Commission's acceptance of the special way nomination and the continued vehicular use is of the same nature and extent as that which existed prior to such acceptance.

2. Uses allowed by Special Permit.

Any use permitted by the applicable town zoning district which results in direct vehicular access to the Special Way.

3. Uses Not Permitted.

   i. Any development within forty (40) feet of a special place of historic value as listed on the Special Places Register of the Commission.

   ii. Paving with any impervious material such as bituminous concrete or asphalt.

West Tisbury Special Ways regulations, fyi only

This is not being heard for vote. Conformance was voted in 2009.

6.2-4 Special Ways Zone

A. Designated Special Ways

B. Uses Permitted

Any residential, recreational, agricultural or open space use permitted in the respective zoning districts, subject to the regulations and restrictions of Subsection 6.2-4(D) and Section 6.2-5, provided that the development does not result in direct vehicular access to the Special Way.

C. Uses Requiring Special Permit from the Planning Board:

Criteria for granting a special permit shall include whether the development will create conflicts with present or future use of the Special Way.

1. Any uses permitted by Special Permit in the respective zoning district, subject to the regulations and restrictions of Sections 6.2-4(D) and 6.2-5.
2. Alteration of a Special Way to exceed a width of twelve feet, if first approved by the Martha's Vineyard Commission.
3. Where direct vehicular access is not allowed on the Special Way, vehicles may cross such a way by a proposed dirt, paved, or otherwise improved roadway at or nearly at right angles but may not travel along the way for any distance to gain access to a development. Consideration of such proposed crossings shall include deliberation of appropriate means to draw attention to the crossing for people's safety, including the surface composition of the crossing.
4. Other development, uses or structures for which the imposition of regulations would otherwise deprive a landowner of all other reasonable uses, or may be demonstrated by a landowner to be unreasonable.

D. Regulations

1. Any development, other than for historical preservation, shall be prohibited within forty feet of a Special Place of historic value as listed on the Special Places Register of the Martha's Vineyard Commission.
2. Development and use within a Special Way Zone shall not block or prevent non-motorized means of travel such as walking, horseback riding and bicycling along a Special Way.
3. There shall be no alteration of the width or surface materials of a Special Way. This provision is not intended to prevent the routine maintenance and repair of existing segments of Special Ways consistent with these Special Way regulations.
4. There shall be no removal of existing vegetation within a Special Way Zone other than to keep the Special Way clear of debris and overgrown vegetation, except as permitted as part of a Special Permit issued under 6.2-4.C. or where the width of a Special Way Zone extends beyond a pre-existing fence or beyond where a fence may be allowed under 6.2-4.D.6.

5. No fences, walls, structures, excavations, fill or obstructions shall be made, erected, placed or constructed within the Special Way Zone, except for gates, bars or stiles designed to allow passage for non-vehicular travel or for vehicular travel where vehicular rights-of-way exist.
6. Notwithstanding 6.2-4.D.5 above, areas where the Special Way Zone encompasses building lots that are less than one acre in area may have fences erected on those lots within the Special Way Zone provided the fences are at least 50% transparent, such as a split-rail or picket fence, and meet the minimum setbacks from the Special Way centerline set out in the table below:

Fence Setbacks for Parcels Less Than One (1) Acre

Fences must be at least 50% transparent

Fence Height	*Setback from centerline*
Under 4 feet	5 feet, or 1 foot outside the top edge of the physical Embankment alongside the Special Way, whichever is greater.
4 to 6 feet	10 feet

7. No Special Way shall be paved with impervious materials, except for segments that may be approved as crossings of a Special Way under 6.2-4.C.3.
8. Special Ways may be relocated with approval of the Planning Board for the purpose of aligning ways with property lines and preserving the continuity of a designated Special Way. However, the Planning Board does not have the legal jurisdiction to grant or extinguish public or private rights-of-way by such action.

Attachments:

- Critical Planning District Qualifications
- Nomination
- Correspondence:
  - James Lengyel, MV Land Bank, letter of support received January 31, 2017

References:

- Chapter 831 of the Acts of 1977 as amended
- *Decision of the Martha's Vineyard Commission Designating the Island Road District as a District of Critical Planning Concern*

Visual Aids:

- Powerpoint presentation *DCPC Island Road Manter's Path Designation hearing slideshow 2017-02-02*
- Interactive map presentation for browsing

http://dukescountygis.maps.arcgis.com/apps/presentation/index.html?webmap=6e346f857c104314b57d2a69f088ffcc&slide=1

CRITICAL PLANNING DISTRICT QUALIFICATIONS

GENERAL QUALIFICATIONS FOR ALL DISTRICTS

NEED FOR DESIGNATION

There must be a regional need for special regulations or planning to protect the district from damage or losses by inappropriate development. The Commission shall find:

- that present public or private regulations in a substantial part of the district cannot assure protection: and
- that damage to the district or impediments to proper development will be a substantial loss to the region or to two or more towns.

SIZE AND SHAPE OF DISTRICT

The district shall consist of the land and water which reasonably belong in the district for the three following reasons:

- It is the critical area or critical resource which is in need of protection.
- It is the logical planning area which should be considered in adopting a coordinated system of regulations to protect the critical resource or critical area.
- The dimensions or landmarks which form the boundary of the district are convenient and recognizable.

SPECIFIC QUALIFICATIONS

DRINKING WATER RESOURCE DISTRICT

The district is important to the protection of a regional aquifer, watershed, aquifer recharge zone or surface water supply with the following considerations:

- Development or waste disposal without special regulations in the district could endanger the quality or quantity of the water.
- Studies or expert advice indicate that the designation and regulation of the district could be effective in protecting the quality or quantity of water, and that, since public health, safety and welfare are paramount, special precaution should be taken.

FISHING RESOURCE DISTRICT

The water body in the district is particularly well suited for the production of shell or fin fish or can be made productive through good management and improvements.

FARMING RESOURCE DISTRICT

The district includes areas particularly suited now and in the future for sustaining or augmenting the Island's food supply or other agriculture. The district must have one or more of the following characteristics:

- The district is generally being farmed or can be converted to farming conveniently relative to other areas on the Island.
- Land ownerships within the district are generally of adequate size to support farming. Soil, climate and topography are well suited for farming.

WILDLIFE, NATURAL, SCIENTIFIC OR ECOLOGICAL RESOURCE DISTRICT

The district contains an important and identifiable wildlife, natural, scientific or ecological resource. This would include but not be limited to special plant and animal life and their habitats, as well as unusual geological features, and is critical because development may disrupt the ecological balance.

CULTURAL OR HISTORIC RESOURCE DISTRICT

The district contains a place, landscape, way or view which is in some special way expressive of the character of the Island, traditions of the Island residents, and of special interest to Island visitors. The maintenance and protection of those values is essential to a sound local economy. The district also:

- is of exceptional symbolic or recreational importance to the residents of more than one town and is either visible or accessible to them or can reasonably be made so; or
- is rare, unique, or makes an unusual contribution to the diversity of the Island character; or
- is irreplaceable, or replaceable only with extraordinary effort or expense.

Subject to the above general tests, designations may be considered for areas which are important for their connection with the history of the region-including its geological history or the history of its Indian settlement-or which symbolize and support the traditional activities and ways of Island life, or which give us a particular understanding of the Vineyard lands and their setting in the sea. These include places which present opportunities for hunting and fishing and the enjoyment of wildlife.

ECONOMIC OR DEVELOPMENT RESOURCE DISTRICT

The district will include areas which have special potential for providing employment or housing for Island residents, or for accepting necessary development which might be detrimental in other locations. The district must also:

- require special regulations to create, preserve or enhance that potential, and
- be better suited or more readily available for the facility or development than other areas of the Island, considering topography, utilities, costs and environmental and social impact; and
- have adequate access, preferably from a regional feeder road.

MAJOR PUBLIC INVESTMENT DISTRICT

The district will include areas which have a significant impact on an existing or possible future major public investment or areas which are significantly affected by such an investment. In addition, the district must qualify as follows:

- The district pertains to a major public investment as defined in Chapter 831 as amended[1], and may include airports, highways, schools, parks, beaches, preserves, public utilities and medical facilities owned or operated by a Federal, state or county agency, or by a quasi-public or charitable non-profit agency; and
- the intended use or operation of the public investment or the health, safety and welfare of the public could be impaired by improper development in the district.

HAZARDOUS DISTRICT

It is an area which possesses hazards due to marginal soil or topographic conditions which render it unsuitable for intense development. Factors to be considered include: Flooding, waste treatment, groundwater, erosion, construction problems, salt water intrusion and pollution.

[1]"A major public facility is any publicly owned facility of regional importance except:
(1) any public facility operated by a municipality primarily for the benefit of the residents of that municipality, or by any agency serving primarily the residents of one municipality:
(2) any street or highway which is not recognized as or maintained as a part of the state or federal highway system; or
(3) any educational institution serving primarily the residents of one municipality."

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3. Uses Not Permitted.

i. Any development within forty (40) feet of a special place of historic value as listed on the Special Places Register of the Commission.

ii. Paving with any impervious material such as bituminous concrete or asphalt.

Attachments:

Critical Planning District Qualifications

Nomination

No correspondence as of January 12, 2017.

References:

Chapter 831 of the Acts of 1977 as amended

Decision of the Martha's Vineyard Commission Designating the Island Road District as a District of Critical Planning Concern

Interactive map presentation for browsing
http://dukescountygis.maps.arcgis.com/apps/presentation/index.html?webmap=6e346f857c104314b57d2a69f088ffcc&slide=1

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- is of exceptional symbolic or recreational importance to the residents of more than one town and is either visible or accessible to them or can reasonably be made so; or
- is rare, unique, or makes an unusual contribution to the diversity of the Island character; or
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- require special regulations to create, preserve or enhance that potential, and
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- have adequate access, preferably from a regional feeder road.

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(2) any street or highway which is not recognized as or maintained as a part of the state or federal highway system; or
(3) any educational institution serving primarily the residents of one municipality."

Town of West Tisbury
PLANNING BOARD
P. O. Box 278
West Tisbury, MA 02575-0278
508-696-0149
planningboard@westtisbury-ma.gov

RECEIVED
DEC 13 2016

December 8, 2016

Martha's Vineyard Commission
DCPC
P.O. Box 1447
Oak Bluffs, MA 02557

Dear Jo Ann:

At our meeting of December 5, 2016, the board voted unanimously to sign the required nomination papers enclosed hereto. The Planning Board, at the recommendation of the Byways Committee, requests the nomination of Manter's Path as becoming a special way, to be vote on at Town Meeting in the spring of 2017.

Best regards,

Jane Rossi, Planning Board Administrator

RECEIVED

District Nomination

NOMINATION INFORMATION

NAME AND ADDRESS of the nominating board (Board of Selectmen, Planning Board, Conservation Commission, Board of Health, Martha's Vineyard Commission) or a signatory of the taxpayers' petition. All correspondence will be directed to the sponsor whose name and address appears here:

Name: West Tisbury Planning Board

Address: P. O. Box 278, West Tisbury, MA 02575

Phone: 508-696-0149

Fax: 508-696-0103

e-mail: planningboard@westtisbury-ma.gov

NAME AND LOCATION (TOWN OR TOWNS) OF PROPOSED DISTRICT:

Town of West Tisbury, Rural District

AREA PROPOSED FOR DESIGNATION:

Describe the location of the proposed district, referencing any distinguishable landmarks, structures, roads, assessors' map and parcel numbers, etc. which may act as boundary limits. If appropriate, give measurements in feet. Attach a locus map with proposed boundaries shown on an appropriate base, such as the town assessors' maps or a section of the most recent U.S.G.S. 1:25,000-scale topographic map. The proposed boundaries should be delineated as accurately as possible, both on the attached locus maps and in the narrative.

Manter's Path originally went from the Road to Great Neck across Tiah's Cove Road to Scrubby Neck Road. At present, from Tiah's Cove Road to the northeast, the dirt path first served three homes on the southeast side. Continuing on, it is a simple path through the woods, coming close to the field currently owned by Sheriff's Meadow Foundation. Further on to the northeast, Manter's Path, overgrown, extends straight through the woods to Scrubby Neck Road. As shown on Assessors' Map 31: from the juncture of lots 6 and 69 at a point approximately 200 feet from the centerline of Tiahs Cove Road; across Tiahs Cove Road to the juncture of lots 102.21 and 111.3; in a generally northeasterly direction along the property boundaries; across Blackthorn Road; approximately 200 feet along the boundary of lots 106.4 and 116 to meet the Special Way know as Scrubby Neck Road and Watcha Path.

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MARTHA'S VINEYARD COMMISSION

DCPC NOMINATION

Instructions

Please review Appendix "Critical Planning District Qualifications" prior to completion of the nomination. Only nominations in accordance with the "Critical Planning District Qualifications" will be considered.

Sponsors are encouraged to contact the Commission's DCPC Coordinator (Jo-Ann Taylor, 505-693-3453, Extension 19, taylor@mvcommission.org) prior to completing and submitting the nomination.

Please answer all questions as completely and concisely as possible, using additional sheets as necessary.

Include a locus map with proposed boundaries shown on an appropriate base, such as the town assessors' maps or a section of the most recent U.S.G.S. 1:25,000-scale topographic map.

If the sponsor is a town board or the Commission, include signature below and a copy of the vote.

If a taxpayer petition is included, include tax collector(s) verification for 75 signatures.

Submit the signed nomination, in person or by certified mail, to Martha's Vineyard Commission, Olde Stone Building, New York Avenue, P.O. Box 1447, Oak Bluffs, MA 02557.

SIGNATURES: If the sponsor is a town Board of Selectmen, Planning Board, Conservation Commission or Board of Health, or the Martha's Vineyard Commission, the appropriate officer of such board shall sign his or her name below. Attach a copy of the vote.

Name	Title	Date
Virginia Jones	Chairman	12.5.2016

IF THE NOMINATION IS BY PETITION, SEE ACCOMPANYING PETITION SIGNATURE PAGE.

C. Referring to the GENERAL QUALIFICATIONS (See Appendix "Critical Planning District Qualifications"), please answer as simply as possible the following: (Use additional sheets as necessary)

1. Why is this resource or area important to more than one town or to the Island as a whole?

2. What are the problems associated with the uncontrolled or inappropriate development of the area?

3. What kind of development would be advantageous within the proposed district?

1. Large farm parcels made up the landscape of early West Tisbury. Various ways connected these farms, allowing movement of wagons, animals and foot traffic. Manter's Path was known as the Way to Jericho. Jericho was the name used since the 1600's for a large tract of farmland and woodland extending from the southern part of what is now the State Forest south to the eastern end of Tiah's Cove Road "Nancy Luce's House". Manter's Path is a vestige of the travel network used by Martha's Vineyard ancestor's and reminds us of the way they lived back then. This unimproved, narrow, shady footpath traces its recorded use back to the 1800"s when several Manter families used it for passage to and from each other's farms. Manter's Path is still used as access to the farmland referred to as Jericho, a portion of which is now owned by Sheriff's Meadow. Neighbors are fond of the path and use it frequently for walking, walking their canine pets, for horseback riding and bird watching.

2. The depressions in the path clearly point to the continual use of this path since ancient times. Replication of these impressions, if they were to be damaged, would be all but impossible; erasing the visual memory of historic use.

In addition, the old growth trees that shade this path would be hard to replace any time soon if they were removed. Protection of this path aids in protecting the rural traditions of the Vineyard that are critically tied to our island values. Protection and maintenance of this path stems the rising tide suburbanization.

3. This path should continue to present safe routes for walkers, bicyclists and horseback riders. The only appropriate development of this path would be for it to be protected in perpetuity, as a Special Way or to be put into conservation through some other means.

NEED FOR DESIGNATION

Please review Appendix "Critical Planning District Qualifications" before continuing. The Martha's Vineyard Commission will only consider proposals warranting designation in accordance with the "Qualifications".

A. Indicate the type of district that is proposed (See Appendix "Critical Planning District Qualifications"). Nominations may include more than one category:

_____1. Drinking Water Resource District

_____2. Fishing Resource District

_____3. Farming Resource District

_____4. Wildlife, Natural, Scientific or Ecological Resource District

✓ 5. Cultural or Historic Resource District

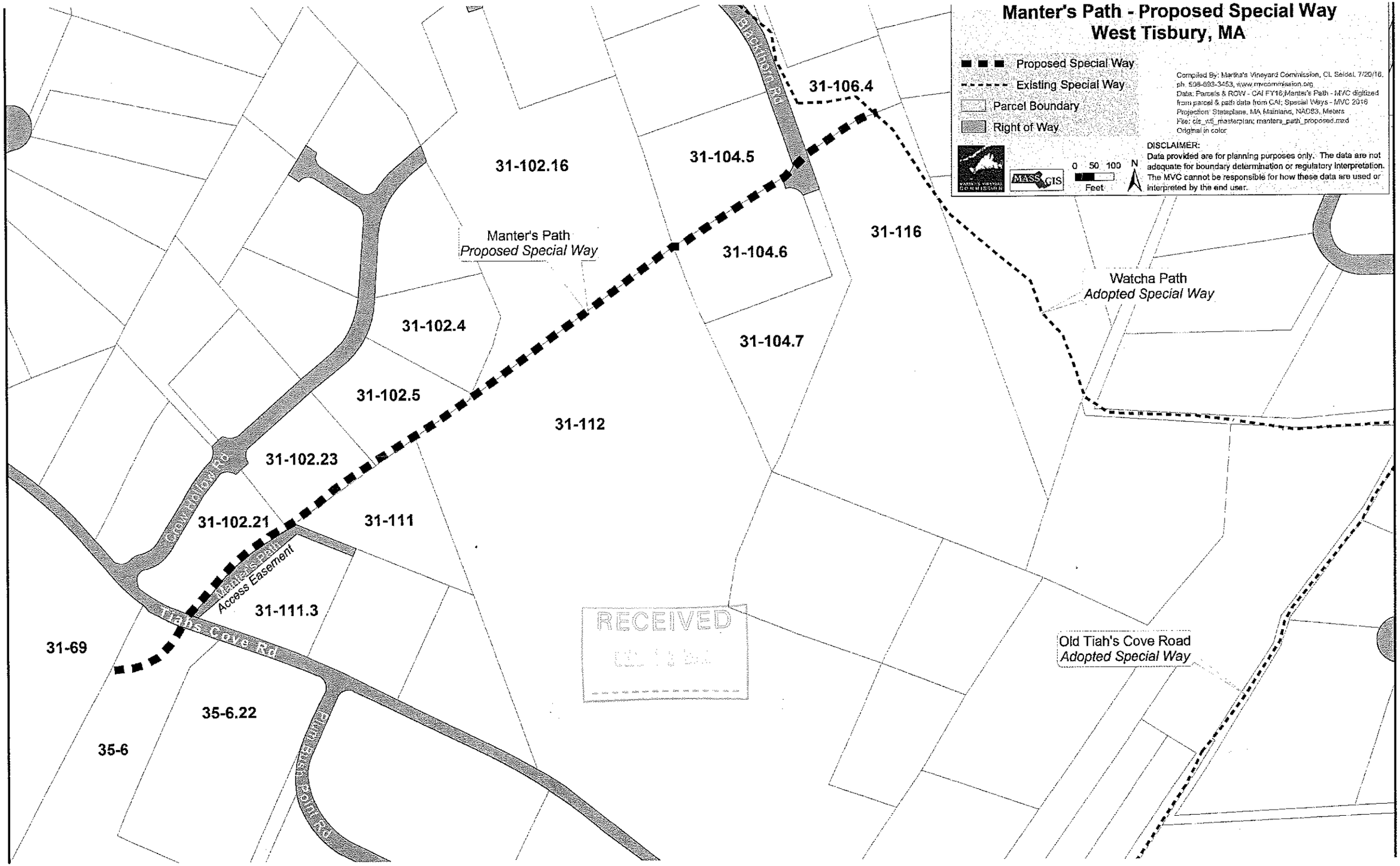
_____6. Economic or Development Resource District

_____7. Major Public Investment District

_____8. Hazardous District

B. Referring to the SPECIFIC QUALIFICATIONS (See Appendix "Critical Planning District Qualifications"), explain why you feel that this area would warrant designation. Use additional sheets as necessary.

This path helps to maintain the rural tradition of the Vineyard that is tied to our island values. Protection and maintenance of this path stems the rising tide of suburbanization, keeping our town rural with strong ties to its agricultural past. We feel it should remain part of our rural inventory.


Manter's Path - Proposed Special Way
West Tisbury, MA
Proposed Special Way
Existing Special Way
Parcel Boundary
Right of Way
Compiled By: Martha's Vineyard Commission, CL Seidel, 7/20/16, ph. 508-693-3453, www.mvcommission.org
Data: Parcels & ROW - CAI FY16;Manter's Path - MVC digitized from parcel & path data from CAI; Special Ways - MVC 2016
Projection: Stateplane, MA Mainland, NAD83, Meters
File: cis_wti_masterplan; manters_path_proposed.mxd
Original in color
DISCLAIMER:
Data provided are for planning purposes only. The data are not adequate for boundary determination or regulatory interpretation. The MVC cannot be responsible for how these data are used or interpreted by the end user.
0 50 100
Feet
N
31-106.4
31-102.16
31-104.5
31-116
Manter's Path
Proposed Special Way
31-104.6
Watcha Path
Adopted Special Way
31-102.4
31-104.7
31-102.5
31-112
31-102.23
31-102.21
31-111
Manter's Path
Access Easement
31-111.3
31-69
Tiahs Cove Rd
Old Tiah's Cove Road
Adopted Special Way
35-6.22
35-6
RECEIVED

RECEIVED
JAN 2 1 2017

Martha's Vineyard Land Bank Commission

January 26, 2017

Martha's Vineyard Commission
Post Office Box 1447
Oak Bluffs, Massachusetts 02557

Dear commissioners,

I am writing, on behalf of the land bank commission, regarding the proposal to designate as a special way the Road to Jericho Way, also known as Manter's Path.

Such designation is a critical protection for those old ways that are integral to trail planning. A few other ways in this part of West Tisbury have been so designated and it is important to bring the Road to Jericho Way under this umbrella.

Thank you.

Yours very truly,

James Lengyel
Executive Director

P.O. Box 2057 • Edgartown, Massachusetts 02539 • 508 627-7141 • Fax 508 627-7415

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