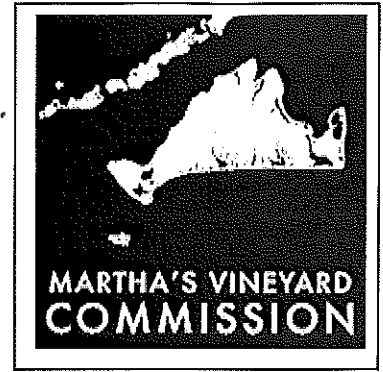


ADMINISTRATIVE

MVC DRI INDEX FORM



DRI #: 331 DRI File Name: Boch - Pkg Lot Demo.
 Town: Tis Map #: 9C Lot #(s): 3
 Street Address/Locus: Beach Rd., VH
 Applicant Name(s): Ernest J. Boch
 Project Description: Demo. structure to create pkg.
 Comm. Res. Mixed Use Institutional Industrial Other
 Date of DRI Referral: 10-4-90 DRI Referral Source: Tis P. Bd.
 DRI Trigger(s): 3.102 - prior DRI
 Cross-references to other file(s): (see #346)

Date of MVC Decision: 7-25-91

Type of Decision: Approved Approved w/ conditions Denied Remanded Withdrawn
 Condition Type(s): Affordable Housing Open Space Traffic Landscaping
 Water Quality Financial Mitigation Other: _____

Project Status: Built Not built Under construction Appeal pending Abandoned

File Documents: Referral Application Staff Report(s) LUPC Minutes MVC Minutes
 MVC Decision Parcel Map Site Plan Construction Plan Legal Opinion(s)
 Subdivision Plan Traffic Study Water Quality Study Habitat Study
 Affordable Housing Commitment: \$ _____
 Traffic Mitigation Commitment: \$ _____
 Other Technical Reports: _____

Unnecessary Duplicates Removed:

Index Folder to Have: Index Form MVC Decision Parcel Map(s) Construction/Subdivision Plan(s)

File Reporter: EJO

Date Reported: 7-24-06

Data Entry Person: CMP

Date Entered: 9/7/06

Comments:


THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS
02557
(617) 693-3453

MEMORANDUM

TO: Town of Tisbury

Board of Selectmen
Planning Board
Building Official
Board of Health
Town Clerk
Board of Appeals
Conservation Commission

FROM: Carol Borer, Executive Director
Martha's Vineyard Commission 

DATE: January 26, 1988

RE: Ernest J. Boch
744 A Neponset Street
Norwood, MA 02062

This is to officially inform the permit granting Boards in the Town of Tisbury that the DRI application of Ernest Boch has been withdrawn as of January 21, 1988. Pursuant to Item #12 on the Commission's green checklist, any future application for a development permit must be referred to the Commission for DRI review.

RECEIVED
JAN 28 1988

TISBURY PLANNING BOARD

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

MEMORANDUM

TO: Town of Tisbury
Board of Selectmen
Planning Board
Board of Appeals
Board of Health
Building Official
Conservation Commission
Town Clerk

FROM: Charles W. Clifford, Executive Director
Martha's Vineyard Commission

DATE:

RE: Ernest J. Boch
c/o Philip E. Magnuson
Nutter, McClennen & Fish
1185 Falmouth Road - Route 58
P.O. Box 1630
Hyannis, MA 02601

← Chuck's initials
← Date mailed

This is to inform all permit-granting authorities, in the Town of Tisbury, that the application for commercial parking by the above-named applicant has been received by the Martha's Vineyard Commission on August 30, 1990, from the Tisbury Planning Board, for review as a Development of Regional Impact (DRI). As of the Commission deemed the application complete for review.

A Public Hearing will be scheduled shortly and a definite Public Hearing Notice will be sent.

If the Commission can be of any further assistance regarding this matter, please let me know.

CC/ljw

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

September 4, 1990

Ernest J. Boch
c/o Philip E. Magnuson
Nutter, McClennen & Fish
1185 Falmouth Road - Route 28
P.O. Box 1630
Hyannis, MA 02601

Dear Mr. Boch and Mr. Magnuson,


The Martha's Vineyard Commission is in receipt of your Development of Regional Impact (DRI) application from the Tisbury Planning Board.

Pursuant to Section 2.50 (2) of the Commission's Regulations, I must inform you that at this time your application is incomplete for the Commission's thorough review of your proposal. The information on the enclosed sheet must be submitted to the Commission by October 12, 1990.

If October 12, 1990 is not a reasonable time period for you to submit the additional information please let me know so we can work out a more convenient date. I will schedule a public hearing within 30 days of the October 12 date or within 30 days of the date the application is deemed complete.

If you have any questions, please feel free to call me.

Sincerely,


John L. Schilling,
Acting Executive Director

JS/ljw

Enclosure

cc: Tisbury Planning Board
Tisbury Building Inspector
Tisbury Harbor Advisory Committee
Tisbury Board of Health
Tisbury Conservation Commission

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

October 15, 1990

Philip E. Magnuson
Nutter, McClennen & Fish
1185 Falmouth Road - Route 28
P.O. Box 1630
Hyannis, MA 02601

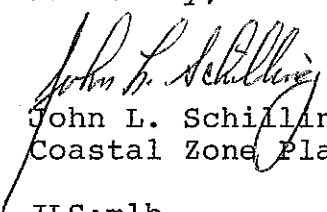
Dear Mr. Magnuson,

Mr. Boch's ammended application to the Tisbury Planning Board has been referred to the Martha's Vineyard Commission (Commission) as a Development of Regional Impact (DRI) on October 6, 1990. As per our telephone conversation and your letter of September 6, 1990, everything has been placed on "hold".

At this time I ask you to refer to my letter of September 4, 1990 and the enclosed check sheet and ask that this be completed as soon as is possible. Once I have the requested materials on file with the Commission, I will be able to start the hearing processes.

We should be able to proceed orderly to bring this project before the Commission members for action.

Sincerely,


John L. Schilling
Coastal Zone Planner

JLS:mlb

Enclosure

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

October 16, 1990

Ken Barwick, Chairman
Tisbury Planning Board
P.O. Box 602
Town Hall Annex
Vineyard Haven, MA 02568

Dear Mr. Barwick,

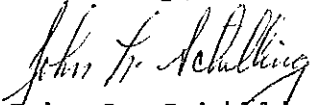
This letter is in response to our conversation on Friday, October 12, 1990, re: the Ernest J. Boch DRI referral. I have checked the process with our Director and he has checked with Counsel as to the matter pursuant to Item #12 of our Checklist. The original application was sent to us under Item #6c of the green Checklist. LUPC held a hearing and the Commission then scheduled a public hearing on January 21, 1988. On the same date, January 21, 1988, the agent for Mr. Boch, a Mr. Michael J. Sweeney, withdrew the application.

Your Board and other Tisbury Boards were then sent a notice about the action stating that this property would always be a DRI.

It is our interpretation, after discussion with Commissioners and Counsel that when the original project was withdrawn, it had not been acted on either by approval or denial. Therefore, since no action had taken place, it was and is not a DRI. The memorandum of January 26, 1988 is incorrect.

Mr. Boch's present application should be filed under Item #6c, as the correct procedure.

Sincerely,


John L. Schilling
Coastal Zone Planner

JLS:mlb

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

MARTHA'S VINEYARD COMMISSION

PUBLIC HEARING

The public is invited to a hearing concerning the following
Development of Regional Impact (DRI):

Applicant: Ernest J. Boch
c/o Schofield, Barbini & Hoehn
P.O. Box 339
Tisbury, MA 02568

ATTN: Richard Barbini

Location: Beach Road
Vineyard Haven, Ma.

Proposal: Demolition of structure(s) to create commercial
parking space qualifying as a DRI since the
parcel in question was the subject of a
previous DRI application.

Date & Time: Thursday, April 18, 1991 at 8:30 P.M.

Place: Martha's Vineyard Commission Offices
Olde Stone Building - New York Avenue
Oak Bluffs, Massachusetts

A copy of the application and plan are on file at the Commission
offices for public inspection. Written testimony may be submitted
prior to or during the hearing.

This hearing is held in accordance with Section 14 of Chapter 831, of
the Acts of the Commonwealth, of 1977, as Amended, and Chapter 30A,
Section 2, of the General Laws of the Commonwealth and as modified by
said Chapter 831.

THE MARTHA'S VINEYARD COMMISSION

BOX 1447 • OAK BLUFFS
MASSACHUSETTS 02557
(508) 693-3453
FAX (508) 693-7894

August 30, 1991

Mr. Richard Barbini
Schofield, Barbini and Hoehn
P.O. Box 339
Vineyard Haven, MA 02568

Re: Boch DRI

Dear Dick:

As per the meeting of August 8, 1991, at which you and Carol Borer discussed the Ernest Boch DRI with the Martha's Vineyard Commission, this letter shall serve as confirmation of what was discussed at the meeting and what the final direction was to which all agreed.


The application and proposed parking lot upon which the vote of the Martha's Vineyard Commission was taken on July 25, 1991, was the application and proposal for the 92-space parking lot, the original proposal which was the subject of a public hearing on April 18, 1991.

The decision on this proposal was rendered on July 25, 1991, and subsequently filed in the Dukes County Registry of Deeds.

It was the consensus of the meeting of August 8, 1991, that the best way for the proposed revisions, as outlined in your letter dated July 8, 1991, would be to submit a new application based upon those revisions. It also appeared to be the consensus of that August 8 meeting that the Martha's Vineyard Commission would welcome such a submittal.

If there are any questions regarding this matter, please do not hesitate to call the office.

Yours very truly,



Charles W. Clifford
Executive Director

CWC/mlb

THE MARTHA'S VINEYARD COMMISSION

BOX 1447
OAK BLUFFS
MASSACHUSETTS
02557

DATE: July 25, 1991

TO: Planning Board, Town of Tisbury

FROM: Martha's Vineyard Commission

SUBJECT: Development of Regional Impact
RE: Demolition of structures to create a parking lot/boat storage area

APPLICANT: Ernest Boch
c/o Schofield, Barbini & Hoehn
Box 339
Vineyard Haven, MA 02568

DECISION OF THE MARTHA'S VINEYARD COMMISSION

SUMMARY

The Martha's Vineyard Commission (the Commission) hereby denies the application of Ernest Boch, c/o Schofield, Barbini & Hoehn, P.O. Box 339, Vineyard Haven, MA, 02568, for the demolition of structures to create a parking lot/boat storage/commercial building/ as shown on the plans entitled: "Site Plan for a Proposed Commercial Building/Parking Lot, Beach Road, Tisbury, MA, prepared for Ernest J. Boch; February 28, 1990, revised August 28, 1990, S.P.#1, Schofield Brothers, Inc., P.O. Box 339, Vineyard Haven, MA," consisting of one (1) sheet; plus "Coastal Elevation and Data Plan prepared for Ernest J. Boch, August 18, 1987; Dean Swift Regional Land Surveyor, Vineyard Haven, MA," consisting of one (1) sheet, making a total of two (2) sheets, (The Plan).

The Planning Board of the Town of Tisbury shall not grant the necessary development permits.

This Decision is rendered pursuant to the vote of the Commission on July 25, 1991.

FACTS

The proposed development is a Development of Regional Impact as defined by the Commission's Standards and Criteria, Developments of Regional Impact Section 3.104. The Application was referred to the Commission by the Planning Board of the Town

of Tisbury for action pursuant to Chapter 831 Acts of 1977 as Amended (the Act). The Application and Notice of Public Hearing relative thereto are incorporated into the record herein. Martha's Vineyard Commission staff document exhibits are also incorporated into the record by reference.

A duly noticed public hearing on the application was conducted by the Commission pursuant to the Act and M.G.L. Chapter 30A, Section 2 as modified by Chapter 831 on April 18, 1989 at 8:30 P.M. at the Martha's Vineyard Commission Offices, Olde Stone Building, New York Avenue, Oak Bluffs, MA.

The proposal is for the demolition of various structures to create a commercial building, parking lot and boat storage area qualifying as a DRI since the property was the subject of a previous DRI.

Alan Schweikert, Chairman of the Land Use Planning Committee, (LUPC), read the Public Hearing Notice at 9:45 p.m., opened the hearing for testimony, and described the order of the presentations for the hearing. He asked the applicant to make his presentation.

Mr. Barbini discussed the proposal using notes distributed for the Commissioners. He discussed the history of the site and usage, the proposed demolition, retention of the Entwhistle building, the site plan, and the change in the plan from 104 to 92 spaces to create a stacking lane as discussed with Tom Simmons, MVC planner. He stated that 12 spaces would be set off for the retail use.

Mr. Barbini discussed the functioning of the parking being that the attendant will keep the key. He discussed the benefit of removing 2 curb cuts and providing additional parking for Tisbury. He stated that in regards to ground and surface water, he didn't feel that a parking lot would attract cars to Tisbury, it is going to provide parking. He discussed the benefits of parking here compared to other places in Tisbury, particularly regarding the A&P parking drainage.

Mr. Barbini discussed the surface of the lot as being

pervious, probably gravel and stated it will be sufficiently drained. He stated the septic system has not been approved yet. He stated that if this is approved the piano store will move, they have a month to month lease. He discussed the proposed uses of the Entwhistle building being 2 offices upstairs and marine retail sales downstairs.

Mr. Barbini then discussed landscaping and stated there are no detailed landscaping plans. He discussed the Town by-laws regarding landscaping of parking and stated that they would like to see this project conditioned so that the landscaping comes back to LUPC after the Planning Board approval. He discussed their intention to keep the plantings low and to thereby retain a view of the harbor.

Mr. Simmons, MVC Staff, then reviewed the proposal with respect to traffic. He stated the applicant had provided an interior stacking lane and that would assist in minimizing the traffic impact. He then discussed correspondence being 2 letters from the Tisbury Conservation Commission.

Mr. Schweikert then called for questions from the Commissioners.

Mr. Barbini responded to questions by stating that the anticipated usage in the winter would be boat storage and that the parking rates would be similar in structure to the SSA lot in Woods Hole. He stated this is a less intense use and impact than rehabing the structures and renting them. He stated the intended operation hours to be before the first boat and after the last boat.

There was discussion on the ground water elevation, the drainage and filtering of the site. There was some discussion on landscaping and lighting. The applicant stated there would be no pole lights, only building and low lights.

There was discussion on the impact of traffic going through 5 Corners and possibly restricting left hand turns onto the site. Mr. Simmons stated that this access is 700 ft. from 5 Corners and that cars probably wouldn't stack that far.

In response to further questions of permeability and filtering, Mr. Barbini stated there would be hardener placed under the gravel and that it will be done in conjunction with the Conservation Commission whose approval would be needed.

There was discussion of the proposed marine retail facility, the types of items that would be sold and possible outside storage of the boats. It was stated that there would be 1,800 sq. ft. of retail space. There was discussion on the zoning in this district. Responding to questions about possible transit drop off, Mr. Simmons stated that DPW said forget it. There was discussion of handicap accessibility to the Entwhistle building. The applicant stated it will be to code. There was discussion of a possible elevated walkway to protect beach grass and the dunes.

There was further discussion about boat storage on the site and possible painting and repair. It was stated that the lot would be rented to boat yards and they would prepare them for winter storage off-site.

There was further discussion on landscaping and Mr. Carl George, Tisbury Planning Board, stated that they would review the plan and that there is a formula for landscaping in the by-laws.

There was discussion on the type of material to be used to separate the parking from the dunes. It was stated that no creosote or coated posts would be used.

When asked about a contribution to transit the applicant stated they have no intention of contributing.

Mr. Jason asked that a submitted letter from the Tisbury Planning Board on a previous proposal be entered into the record for this DRI.

When there were no further questions, Mr. Schweikert called for Town Board testimony.

Mr. Carl George, Tisbury Planning Board, stated that the issues I have heard tonight, such as boat storage, parking and landscaping, will be addressed by our board.

Mr. Jason asked Mr. George if this was an allowed use under zoning? The response was yes.

Mr. Schweikert then called for testimony in favor of the proposal, there was none. He called for testimony opposed, there was none.

The hearing was closed with the record remaining open for one week.

FINDINGS AND CONDITIONS

The Commission has considered the application and the information presented at the public hearing and based upon such considerations, makes the following findings pursuant to Section 14 of the Act.

- A. The Commission finds that the probable detriments of the proposed development will exceed the probable benefits of the proposal in light of the considerations set forth in Section 15 of the Act.
- B. The Commission finds that the proposed development will interfere substantially or unreasonably with the achievement of the objectives of any general plan of the Town of Tisbury or any general plan of the County of Dukes County.
- C. The Commission finds that the proposed development as set forth in the Application and the plans will be inconsistent with local development ordinances and by-laws.
- D. The Commission finds that the development proposal will be more detrimental than beneficial when compared to alternative manners of development or development occurring in alternative locations.

Pursuant to Section 15(a) of the Act, the Commission has considered whether the proposed development at this location is or is not essential or especially appropriate in view of available alternatives on the Island of Martha's Vineyard and in light of that consideration and discussion the Commission finds that:

THE PROPOSED DEVELOPMENT IS WITHIN A MARINE COMMERCIAL ZONE IN TISBURY, AND IS LIKELY TO REDUCE THE AMOUNT OF LAND AVAILABLE TO SUCH VALUABLE MARINE USES BY USING THIS PROPERTY FOR A NON-MARINE RELATED USE.

Pursuant to Section 15(b) of the Act, the Commission has considered whether the proposed development in the manner proposed will have a more favorable or adverse impact on the environment in comparison to alternative manners of development and in light of that consideration and discussion the Commission finds that:

THE PROPOSED DEVELOPMENT IN THE MANNER PROPOSED POSES A SIGNIFICANT THREAT TO THE WATERS OF VINEYARD HAVEN HARBOR DUE TO THE POTENTIAL FOR PETROLEUM PRODUCTS LEACHING INTO THE GROUNDWATER AND THE WATERS OF THE HARBOR DUE TO THEIR EXTREME PROXIMITY TO THE PROPOSAL.

Pursuant to Section 15(c) of the Act, the Commission has considered whether the proposed development will favorably or adversely affect other persons and property, and if so, whether, because of circumstances peculiar to the location, the effect is likely to be greater than is ordinarily associated with the development of the types proposed and in light of that consideration and discussion the Commission finds that:

THE DEVELOPMENT, AS PROPOSED IN THIS MANNER, IS MORE LIKELY TO HAVE AN ADVERSE EFFECT ON OTHER PERSONS AND PROPERTY WITHIN THE AREA.

SPECIFICALLY THE PROPOSAL WOULD INCREASE THE TRAFFIC IN AN AREA WHERE TRAFFIC CONJESTION HAS ALREADY REACHED A LEVEL OF FAILURE THIS IS INTOLERABLE. THE PROPOSAL MAINTAINS A POTENTIAL FOR HIGH TURNOVER WHICH CAN ONLY AGGREVATE A POOR

SITUATION PRESENTLY.

Pursuant to Section 15(e) of the Act, the Commission has considered whether the proposed development will favorably or adversely affect the provision of municipal services and the burden on taxpayers in making provisions there for and in light of the consideration and discussion the Commission finds that:

THE DEVELOPMENT AS PROPOSED WILL ADD TO THE PROBLEM OF TRAFFIC CONGESTION IF DEVELOPED IN THE SIZE AND SCOPE PROPOSED AND SUCH ADDITION WILL FURTHER EXACERBATE A SITUATION, PARTICULARLY IN-SEASON THAT HAS BECOME NEAR GRIDLOCK AT TIMES DURING THE DAY.

Pursuant to Section 15(g) of the Act, the Commission has considered whether the proposed development will aid or interfere with the ability of the municipality to achieve the objectives set forth in the municipal general plan and in light of that consideration and discussion the Commission finds that:

THE DEVELOPMENT AS PROPOSED IN THIS MANNER IS IN CONFLICT WITH THE MARINE COMMERCIAL ZONE IN THAT THE USE OF PRIME HARBORFRONT PROPERTY FOR A PARKING AREA DOES NOT APPEAR TO BE IN KEEPING WITH MARINE ORIENTED USES NOR DOES THE PROPOSAL APPEAR TO BE CONSISTENT WITH THE CONCERNS OF THE TISBURY CONSERVATION COMMISSION AND THE OPEN SPACE PLAN OF TISBURY WITH RESPECT TO THE QUALITY OF WATERS WITHIN THE HARBOR.

Pursuant to Section 15(h) of the Act, the Commission has considered whether the proposed development will further contravene land development objectives and policies developed by regional and State agencies and in light of that consideration and discussion the Commission finds that:

THE DEVELOPMENT AS PROPOSED IN THIS MANNER IS COUNTER TO THE MVC GENERAL POLICY 2.201 AS RELATED TO TRAFFIC MANAGEMENT AND FURTHER, THE DEVELOPMENT IS COUNTER TO THE MVC GENERAL POLICY 1.011 IN THAT

THE COMMISSION CAN NOT STATE THAT THE BENEFITS OF THE DEVELOPMENT AS PROPOSED WILL OUTWEIGH THE DETRIMENTS TO THE COMMUNITY AS NOTED IN THIS DECISION.

The Commission disapproves the development application and denies permission to the Planning Board of the Town of Tisbury for granting of the necessary development permits.

The Decision is written consistent with the vote of the Commission: July 25, 1991.

Any party aggrieved by a determination of the Commission may appeal to Superior Court within twenty (20) days after the Commission has sent the development Applicant written notice, by certified mail, of its Decision and has filed a copy of its Decision with the Town Clerk in the Town in which the proposed development is located.


Jane A. Greene, Chairman

7/25/91
Date


Notary

7/25/91
Date

NORMAN FRIEDMAN
NOTARY PUBLIC
MY COMMISSION EXPIRES OCT. 10, 1997

MARTHA'S VINEYARD COMMISSION
BOX 1447, OAK BLUFFS, MASSACHUSETTS 02557

Boch

PH Notice

**MARTHA'S VINEYARD COMMISSION
PUBLIC HEARING**

The public is invited to a hearing concerning the following Development of Regional Impact (DRI): **Applicant:** Ernest J. Boch, c/o Schofield, Barbini & Hoehn, P.O. Box 339, Tisbury, MA, 02568, Attn: Richard Barbini. **Location:** Beach Road, Vineyard Haven, MA. **Proposal:** Demolition of structure(s) to create commercial parking space qualifying as a DRI since the parcel in question was the subject of a previous DRI application.

Date & Time: Thursday, April 18, 1991 at 8:30 P.M., **Place:** Martha's Vineyard Commission Offices, Olde Stone Building — New York Avenue, Oak Bluffs, Ma. A copy of the application and plan are on file at the Commission offices for public inspection. Written testimony may be submitted prior to or during the hearing. This hearing is held in accordance with Section 14 of Chapter 831, of the Acts of the Commonwealth of 1977, as Amended, and Chapter 30A, Section 2, of the General Laws of the Commonwealth and as modified by said Chapter 831.

mar29-1t

PH-Boch

P 445 157 268

RECEIPT FOR CERTIFIED MAIL

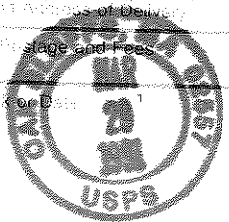
Town Clerk - Tisbury
P.O. Box 606
Tisbury, Ma 02568

29

1.00

1.00

2.29



SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4. Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. Show to whom delivered, date, and addressee's address. 2. Restricted Delivery (Extra charge)

3. Article Addressed to:
Town Clerk - Tisbury
P.O. Box 606
Tisbury, Ma. 02568

4. Article Number
445-157-268

Type of Service:
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 Certified
 Express Mail
 Insured
 COD
 Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature - Addressee
X

6. Signature - Agent
X *Janice McLean*

7. Date of Delivery
APR - 1 1989

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Apr. 1989 *U.S.G.P.O. 1989-238-815 DOMESTIC RETURN RECEIPT

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P.O. Box 602
Tisbury, Ma. 02568

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Janice McLean

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PH-Boch

P 445 157 269

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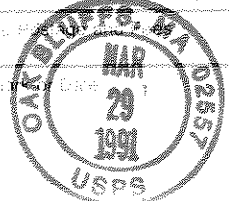
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P.O. Box 602
Tisbury, Ma 02568

29

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X

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X *Janice McLean*

7. Date of Delivery
APR - 1 1989

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Apr. 1989 *U.S.G.P.O. 1989-238-815 DOMESTIC RETURN RECEIPT

P 445 157 267

RECEIPT FOR CERTIFIED MAIL

PS Form 3800, June 1985

Recipient: Ernest J. Bochy
 C/O Schofield, Barbini & Hoch
 P.O. Box 339
 Tebury, Ma. 02568

Sender: Attn: Dick Barbini
 Tebury, Ma. 02568

Postage	29
Postage Fee	1.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing in whom and date Delivered	1.00
Return Receipt showing Date and Address	
TOTAL POSTAGE	2.29
Postage Charge	



PS Form 3800, June 1985
 * U.S.G.P.O. 1985-460-794

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Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available: Consult postmaster for fees and check box(es) for additional service(s) requested.

1. Show to whom delivered, date, and addressee's address. (Extra charge)

2. Restricted Delivery (Extra charge)

3. Article Addressed to:
 Ernest J. Bochy
 C/O Schofield, Barbini & Hoch
 P.O. Box 339
 Tebury, Ma. 02568.
 Attn: Richard Barbini

4. Article Number
 P 445 157 267

Type of Service:
 Registered Insured
 Certified COD
 Express Mail Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Addressee
 X

6. Signature — Agent
 X

7. Date of Delivery
 4/1/91

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Apr. 1989

* U.S.G.P.O. 1989-238-815

DOMESTIC RETURN RECEIPT

LUPC/MVC MINUTES

STAFF DOCUMENTS

TRAFFIC MEMORANDUM
BOCH LOT
BEACH ROAD, VINEYARD HAVEN
DRI #331

1. On-Site Uses:

- a) Retail sales (boat) - 1,800 square feet
- b) Office space - 1,800 square feet

Parking Spaces suggested (ITE) if entirely seperate operations = 7; applicant is supplying 12.

- c) Paid Parking -12,960 square feet (80 spaces)

2. Trip Generation:

Operation	Avg. AM		Avg. PM		Summer AM		Summer PM	
	Peak		Peak		Peak		Peak	
	In	Out	In	Out	In	Out	In	Out
High-Ticket Retail	5	4	7	4	9	7	12	8
Office	4	1	1	3	7	1	1	6
Total, Retail & Office	9	5	8	7	16	8	13	14

Paid Parking - Trip Generation is based on Price Structure and hours of operations. Applicant proposes 1/2 day, Daily, and weekly/seasonal rates only - no hourly rates.

- Assuming:
- 8 spaces - Seasonal (commuters)
 - 12 spaces - Weekly
 - 40 spaces - Day parkers
 - 20 spaces - 1/2 Day parkers

Further Assuming: Full Occupancy year-round, all activity occuring at peak hours, and a mid-day AM Peak:

Type	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
8 Commuters	0	0	0	8
12 Weekly	12	0	0	12
40 Daily	40	0	0	40
20 1/2 Day	20	20	20	20
Total	72	20	20	80

LOS ANALYSIS

1. Site Drive and Beach Road

	All Moves from Site Drive	Beach Road left turns (eb)
Sept. AM Peak	B	A
Sept. PM Peak	B	A
Aug. AM Peak	D	A
Aug. PM Peak	E	A

2. Five Corners

	State Rd eb	Beach Rd wb	Lagoon Pond Rd	Water St left turn	Water St Right/thru
Sept. AM '94/NoBuild	A	A	E	E	A
Sept. AM '94/Build	A	A	F	F	A
=====					
Sept. PM '94/NoBuild	A	A	E	F	A
Sept. PM '94/Build	A	A	E	F	A
=====					
Aug. AM '94/NoBuild	A	A	F	F	B
Aug. AM '94/Build	A	A	F	F	B
=====					
Aug. PM '94/NoBuild	B	A	F	F	D
Aug. PM '94/Build	B	A	F	F	E

TRAFFIC MEMORANDUM
BOCH LOT
BEACH ROAD, VINEYARD HAVEN
DRI #331

1. On-Site Uses:

- a) Retail sales (boat) - 1,800 square feet
- b) Office space - 1,800 square feet

Parking Spaces suggested (ITE) if entirely separate operations = 7; applicant is supplying 12.

- c) Paid Parking -12,960 square feet (80 spaces)

2. Trip Generation:

<u>Operation</u>	<u>Avg. AM</u>		<u>Avg. PM</u>		<u>Summer AM</u>		<u>Summer PM</u>	
	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>	<u>Peak</u>
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
High-Ticket Retail	5	4	7	4	9	7	12	8
Office	4	1	1	3	7	1	1	6
Total, Retail & Office	9	5	8	7	16	8	13	14

Paid Parking - Trip Generation is based on Price Structure and hours of operations. Applicant proposes 1/2 day, Daily, and weekly/seasonal rates only - no hourly rates.

- Assuming:
- 8 spaces - Seasonal (commuters)
 - 12 spaces - Weekly
 - 40 spaces - Day parkers
 - 20 spaces - 1/2 Day parkers

Further Assuming: Full Occupancy year-round, all activity occurring at peak hours, and a mid-day AM Peak:

<u>Type</u>	<u>AM Peak In</u>	<u>AM Peak Out</u>	<u>PM Peak In</u>	<u>PM Peak Out</u>
8 Commuters	0	0	0	8
12 Weekly	12	0	0	12
40 Daily	40	0	0	40
20 1/2 Day	20	20	20	20
Total	72	20	20	80

LOS ANALYSIS

1. Site Drive and Beach Road

	All Moves from Site Drive	Beach Road left turns (eb)
Sept. AM Peak	B	A
Sept. PM Peak	B	A
Aug. AM Peak	D	A
Aug. PM Peak	E	A

2. Five Corners

	State Rd eb	Beach Rd wb	Lagoon Pond Rd	Water St left turn	Water St Right/thru
Sept. AM '94/NoBuild	A	A	E	E	A
Sept. AM '94/Build	A	A	F	F	A
=====					
Sept. PM '94/NoBuild	A	A	E	F	A
Sept. PM '94/Build	A	A	E	F	A
=====					
Aug. AM '94/NoBuild	A	A	F	F	B
Aug. AM '94/Build	A	A	F	F	B
=====					
Aug. PM '94/NoBuild	B	A	F	F	D
Aug. PM '94/Build	B	A	F	F	E

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 1 of 2)
 DATE:09-13-1990 TIME:20:40:01
 Bochlot

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: A- -B

i
 C

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 PREVAILING SPEED: 30 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
 APPROACH: C: Lot exit
 SHARED LEFT AND RIGHT TURN LANE: YES
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: Beach Rd-w	B: Beach Rd-e	C: Lot exit
LEFTS	0.00	0.00	0.00
THRUS	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00

APPROACH	A: Beach Rd-w			B: Beach Rd-e			C: Lot exit		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	618	49	44	675	0	49	0	44
PHF	0.90			0.90			0.90		
ADJ VOLUME	0	687	54	49	750	0	54	0	49
PERCENT GRADE	0.00			0.00			0.00		
PERCENT CYCLES	0.00			0.00			0.00		
PASSENGER CARS	0.00			0.00			%100.00		
PERCENT LT TRU	0.00			0.00			0.00		
PERCENT HV TRU	0.00			0.00			0.00		
PASS CAR/HR	0			54			54	0	49

STEP 1 RIGHT TURNS FROM C:Lot exit

CONFLICTING FLOWS	714
CRITICAL GAPS	5.5
CAPACITY	479
ACTUAL CAPACITY	479

STEP 2 LEFT TURNS FROM B:Beach Rd-e

CONFLICTING FLOWS	741
CRITICAL GAPS	5.0
CAPACITY	543
CAPACITY USED	10%
IMPEDANCE FACTOR	0.94

1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 2 of 2)

DATE:09-13-1990

TIME:20:40:01

Bechtot

STEP 3 LEFT TURNS FROM	C:Lot exit	
CONFLICTING FLOWS		1513
CRITICAL GAPS		6.5
CAPACITY		96
ACTUAL CAPACITY		90

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL (SEC)	AVG QUE
LT FROM B:	54	543	489	A	7.36	0.11
ALL MOVES FROM C:	103	146	43	E	84.00	2.41

Aug 1994 B

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 1 OF 2)
 DATE:09-14-1990 TIME:01:12:18
 PM-Aug'94I?

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: D
 |
 A- -B
 |
 C

5 corners
 Aug 1994
 pm-peak
 Build

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 FROM D: STOP
 PREVAILING SPEED: 30 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: NO
 MAIN STREET APPROACH B - EXCLUSIVE RIGHT TURN LANE: NO

MINOR STREET LANES

APPROACH: C: Lagoon Pond
 EXCLUSIVE LEFT TURN LANES: NO
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: Water Street
 EXCLUSIVE LEFT TURN LANES: YES
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: YES

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: State Road	B: Beach Road	C: Lagoon Pond	D: Water Street
LEFTS	0.00	0.00	0.00	0.00
THRS	0.00	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00	0.00

APPROACH	A: State Road			B: Beach Road			C: Lagoon Pond			D: Water Street		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	135	452	16	43	670	138	120	43	119	339	30	362
PHF	1.00			1.00			1.00			1.00		
ADJ VOLUME	135	452	16	43	670	138	120	43	119	339	30	362
PERCENT GRADE	0.00			0.00			0.00					
PERCENT CYCLES	0.00			0.00			0.00			0.00		
PASSENGER CARS	94.00			94.00			96.00			94.00		
PERCENT LT TRU	4.00			4.00			4.00			4.00		
PERCENT HV TRU	2.00			2.00			0.00			2.00		
PASS CAR/HR	140			45			122			44		

STEP 1 RIGHT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	460	739
CRITICAL GAPS	5.5	4.5
CAPACITY	656	643
CAPACITY USED	18%	59%

IMPEDANCE FACTOR
ACTUAL CAPACITY

0.87
656

0.49
643

1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 2 OF 2)
 DATE:09-14-1990 TIME:01:12:18
 PM-Aug'94J?

STEP 2 LEFT TURNS FROM	B:Beach Road	A:State Road
CONFLICTING FLOWS	468	808
CRITICAL GAPS	5.0	5.0
CAPACITY	740	502
CAPACITY USED	6%	28%
IMPEDANCE FACTOR	0.97	0.79
ACTUAL CAPACITY	740	502

STEP 3 THRU MOVES FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	1446	1385
CRITICAL GAPS	6.0	6.0
CAPACITY	136	150
CAPACITY USED	32%	21%
IMPEDANCE FACTOR	0.75	0.85
ACTUAL CAPACITY	104	115

STEP 4 LEFT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	1838	1547
CRITICAL GAPS	6.5	6.5
CAPACITY	52	90
ACTUAL CAPACITY	16	45

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM A:	140	502	361	B	9.96	0.39
LT FROM B:	45	740	695	A	5.18	0.06
ALL MOVES FROM C:	288	36	-252	F	INFINITE	INFINITE
LT FROM D:	353	45	-308	F	INFINITE	INFINITE
SHARED TH/RT FROM D:	408	476	68	E	53.04	6.01

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 1 OF 2)
 DATE: 09-14-1990 TIME: 02:39:00
 Aug '94/AM/Build1?

*5 corners
 Aug 1994
 am-peak
 Build*

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: D
 |
 A- -B
 |
 C

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 FROM D: STOP
 PREVAILING SPEED: 30 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: NO
 MAIN STREET APPROACH B - EXCLUSIVE RIGHT TURN LANE: NO

MINOR STREET LANES

APPROACH: C: Lagoon Pond
 EXCLUSIVE LEFT TURN LANES: NO
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: Water Street
 EXCLUSIVE LEFT TURN LANES: YES
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: YES

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: State Road	B: Beach Road	C: Lagoon Pond	D: Water Street
LEFTS	0.00	0.00	0.00	0.00
THRU	0.00	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00	0.00

APPROACH	A: State Road			B: Beach Road			C: Lagoon Pond			D: Water Street		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	98	348	18	45	475	107	116	27	114	204	33	269
PHF	1.00			1.00			1.00			1.00		
ADJ VOLUME	98	348	18	45	475	107	116	27	114	204	33	269
PERCENT GRADE	0.00			0.00			0.00					
PERCENT CYCLES	0.00			0.00			0.00			0.00		
PASSENGER CARS	94.00			94.00			96.00			94.00		
PERCENT LT TRU	4.00			4.00			4.00			4.00		
PERCENT HV TRU	2.00			2.00			0.00			2.00		
PASS CAR/HR	102			47			118			28		

STEP 1 RIGHT TURNS FROM	C: Lagoon Pond	D: Water Street
CONFLICTING FLOWS	357	529
CRITICAL GAPS	5.5	4.5
CAPACITY	741	799
CAPACITY USED	16%	35%
EMERGENCY FACTOR	0.90	0.72

ACTUAL CAPACITY

741

799

	B:Beach Road	A:State Road
STEP 2 LEFT TURNS FROM		
CONFLICTING FLOWS	366	582
CRITICAL GAPS	5.0	5.0
CAPACITY	826	652
CAPACITY USED	6%	16%
IMPEDANCE FACTOR	0.97	0.90
ACTUAL CAPACITY	826	652

	C:Lagoon Pond	D:Water Street
STEP 3 THRU MOVES FROM		
CONFLICTING FLOWS	1082	1038
CRITICAL GAPS	6.0	6.0
CAPACITY	242	259
CAPACITY USED	11%	13%
IMPEDANCE FACTOR	0.93	0.91
ACTUAL CAPACITY	210	224

	C:Lagoon Pond	D:Water Street
STEP 4 LEFT TURNS FROM		
CONFLICTING FLOWS	1384	1179
CRITICAL GAPS	6.5	6.5
CAPACITY	120	171
ACTUAL CAPACITY	69	123

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM A:	102	652	550	A	6.54	0.19
LT FROM B:	47	826	779	A	4.62	0.06
ALL MOVES FROM C:	262	131	-131	F	INFINITE	INFINITE
LT FROM D:	212	123	-89	F	INFINITE	INFINITE
SHARED TH/RT FROM D:	314	624	310	B	11.60	1.01

5 corners
 Sept 1994
 pm - peak
 Build

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 1 OF 2)
 DATE: 09-14-1990 TIME: 02:26:54
 5Crnrs/Sept '94/PM/Build

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: D
 |
 A- -B
 |
 C

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 FROM D: STOP
 PREVAILING SPEED: 30 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: NO
 MAIN STREET APPROACH B - EXCLUSIVE RIGHT TURN LANE: NO

MINOR STREET LANES

APPROACH: C: Lagoon Pond
 EXCLUSIVE LEFT TURN LANES: NO
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: Water Street
 EXCLUSIVE LEFT TURN LANES: YES
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: YES

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: State Road			B: Beach Road			C: Lagoon Pond			D: Water Street		
LEFTS	0.00			0.00			0.00			0.00		
THrus	0.00			0.00			0.00			0.00		
RIGHTS	0.00			0.00			0.00			0.00		

APPROACH	A: State Road			B: Beach Road			C: Lagoon Pond			D: Water Street		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	85	291	9	30	435	95	76	28	76	215	19	230
PHF	1.00			1.00			1.00			1.00		
ADJ VOLUME	85	291	9	30	435	95	76	28	76	215	19	230
PERCENT GRADE	0.00			0.00			0.00					

PERCENT CYCLES	0.00	0.00	0.00	0.00
PASSENGER CARS	94.00	94.00	96.00	94.00
PERCENT LT TRU	4.00	4.00	4.00	4.00
PERCENT HV TRU	2.00	2.00	0.00	2.00
PASS CAR/HR	88	31	78	29
			78	224
				20
				239

STEP 1 RIGHT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	296	483
CRITICAL GAPS	5.5	4.5
CAPACITY	797	836
CAPACITY USED	10%	29%
IMPEDANCE FACTOR	0.94	0.78
ACTUAL CAPACITY	797	836

1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 2 OF 2)
 DATE:09-14-1990 TIME:02:26:54
 5Crns/Sept '94/PM/Build

STEP 2 LEFT TURNS FROM	B:Beach Road	A:State Road
CONFLICTING FLOWS	300	530
CRITICAL GAPS	5.0	5.0
CAPACITY	886	691
CAPACITY USED	4%	13%
IMPEDANCE FACTOR	0.98	0.92
ACTUAL CAPACITY	886	691

STEP 3 THRU MOVES FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	941	898
CRITICAL GAPS	6.0	6.0
CAPACITY	298	318
CAPACITY USED	10%	6%
IMPEDANCE FACTOR	0.94	0.97
ACTUAL CAPACITY	269	287

STEP 4 LEFT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	1190	1002
CRITICAL GAPS	6.5	6.5
CAPACITY	168	228
ACTUAL CAPACITY	115	182

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG
LT FROM A:	88	691	603	A	5.97	C
LT FROM B:	31	886	855	A	4.21	C
ALL MOVES FROM C:	184	209	25	E	143.77	
LT FROM D:	224	182	-41	F	INFINITE	INFII
SHARED TH/RT FROM D:	259	730	471	A	7.65	C

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 1 of 2)
 DATE:09-14-1990 TIME:00:52:00
 Site PM pk-Aug?

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: A- -B
 !
 C

*Site
 Aug
 pm
 peak*

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 PREVAILING SPEED: 33 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
 APPROACH: C: Site Drive
 SHARED LEFT AND RIGHT TURN LANE: YES
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: Beach Rd wb	B: Beach Rd eb	C: Site Drive
LEFTS	0.00	0.00	0.00
THRU	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00

APPROACH	A: Beach Rd wb			B: Beach Rd eb			C: Site Drive		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	625	16	17	690	0	50	0	44
PHF	1.00			1.00			1.00		
ADJ VOLUME	0	625	16	17	690	0	50	0	44
PERCENT GRADE	0.00			0.00			0.00		
PASS CAR/HR	0			19			55 0 48		

STEP 1 RIGHT TURNS FROM C:Site Drive

CONFLICTING FLOWS	633
CRITICAL GAPS	5.6
CAPACITY	513
ACTUAL CAPACITY	513

STEP 2 LEFT TURNS FROM B:Beach Rd eb

CONFLICTING FLOWS	641
CRITICAL GAPS	5.1
CAPACITY	599
CAPACITY USED	3%
IMPEDANCE FACTOR	0.99
ACTUAL CAPACITY	599

1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 2 of 2)
 DATE:09-14-1990 TIME:00:52:00
 Site PM pk-Aug?

STEP 3 LEFT TURNS FROM C:Site Drive
 CONFLICTING FLOWS 1340
 CRITICAL GAPS 6.7
 CAPACITY 120
 ACTUAL CAPACITY 118

MOVEMENT	SUMMARY OF LEVEL OF SERVICE BY MOVEMENT					
	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM B:	19	599	580	A	6.21	0.03
ALL MOVES FROM C:	103	185	82	E	44.07	1.27

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 1 OF 2)
 DATE:09-14-1990 TIME:01:06:53
 5 cnrs-AM-Sep'94

*5-Corner
 Sept 1994
 Am-park
 Build*

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: D
 |
 A- -B
 |
 C

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 FROM D: STOP
 PREVAILING SPEED: 30 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: NO
 MAIN STREET APPROACH B - EXCLUSIVE RIGHT TURN LANE: NO

MINOR STREET LANES

APPROACH: C: Lagoon Pond
 EXCLUSIVE LEFT TURN LANES: NO
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: Water Street
 EXCLUSIVE LEFT TURN LANES: YES
 EXCLUSIVE RIGHT TURN LANES: NO
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: YES

SIGHT DISTANCE RESTRICTIONS (in seconds)

APPROACH	A: State Road	B: Beach Road	C: Lagoon Pond	D: Water Street
LEFTS	0.00	0.00	0.00	0.00
THRU	0.00	0.00	0.00	0.00
RIGHTS	0.00	0.00	0.00	0.00

APPROACH	A: State Road			B: Beach Road			C: Lagoon Pond			D: Water Street		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	82	423	15	37	398	86	96	22	95	170	27	223
PHF	1.00			1.00			1.00			1.00		
ADJ VOLUME	82	423	15	37	398	86	96	22	95	170	27	223
PERCENT GRADE	0.00			0.00			0.00					
PERCENT CYCLES	0.00			0.00			0.00			0.00		
PASSENGER CARS	94.00			94.00			96.00			94.00		
PERCENT LT TRU	4.00			4.00			4.00			4.00		
PERCENT HV TRU	2.00			2.00			0.00			2.00		
PASS CAR/HR	85			38			98	22	97	177	28	232

STEP 1 RIGHT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	431	441
CRITICAL GAPS	5.5	4.5
CAPACITY	680	871
CAPACITY USED	14%	27%

IMPEDANCE FACTOR
ACTUAL CAPACITY

0.91
680

0.80
871

1985 HCM - CHAPTER 10: UNSIGNALIZED - 4 APPROACHES (PAGE 2 OF 2)
 DATE:09-14-1990 TIME:01:06:53
 5 cnrs-AM-Sep'94

STEP 2 LEFT TURNS FROM	B:Beach Road	A:State Road
CONFLICTING FLOWS	438	484
CRITICAL GAPS	5.0	5.0
CAPACITY	765	727
CAPACITY USED	5%	12%
IMPEDANCE FACTOR	0.97	0.93
ACTUAL CAPACITY	765	727

STEP 3 THRU MOVES FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	1034	998
CRITICAL GAPS	6.0	6.0
CAPACITY	260	274
CAPACITY USED	9%	10%
IMPEDANCE FACTOR	0.95	0.94
ACTUAL CAPACITY	234	247

STEP 4 LEFT TURNS FROM	C:Lagoon Pond	D:Water Street
CONFLICTING FLOWS	1284	1115
CRITICAL GAPS	6.5	6.5
CAPACITY	143	190
ACTUAL CAPACITY	97	147

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM A:	85	727	642	A	5.61	0.13
LT FROM B:	38	765	726	A	4.96	0.05
ALL MOVES FROM C:	217	174	-43	F	INFINITE	INFINITE
LT FROM D:	177	147	-30	F	INFINITE	INFINITE
SHARED TH/RT FROM D:	260	685	425	A	8.48	0.61

CINCH PROGRAM VERSION DATE 4-29-1988
 1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 1 of 2)
 DATE:09-14-1990 TIME:00:48:14
 AM peak-Aug17

Site

*Site
 Aug
 am
 peak*

LAST DATASETS LOADED OR SAVED
 VOLUME= GEOMETRICS=
 KEY: A- -B
 ;
 C

GENERAL CHARACTERISTICS
 POPULATION GREATER THAN 250,000: NO
 CONTROLS: FROM C: STOP
 PREVAILING SPEED: 33 MPH
 MAIN STREET # OF LANES: 2 LANES
 MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
 APPROACH: C: Site Drive
 SHARED LEFT AND RIGHT TURN LANE: YES
 LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
 RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)
 APPROACH A: Beach Rd wb B: Beach Rd eb C: Site Drive
 LEFTS 0.00 0.00 0.00
 THrus 0.00 0.00 0.00
 RIGHTS 0.00 0.00 0.00

APPROACH	A: Beach Rd wb			B: Beach Rd eb			C: Site Drive		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	690	47	41	625	0	14	0	14
PHF	1.00			1.00			1.00		
ADJ VOLUME	0	690	47	41	625	0	14	0	14
PERCENT GRADE	0.00			0.00			0.00		
PASS CAR/HR	0			45			15	0	15

STEP 1 RIGHT TURNS FROM C:Site Drive
 CONFLICTING FLOWS 714
 CRITICAL GAPS 5.6
 CAPACITY 462
 ACTUAL CAPACITY 462

STEP 2 LEFT TURNS FROM B:Beach Rd eb
 CONFLICTING FLOWS 737
 CRITICAL GAPS 5.1
 CAPACITY 535
 CAPACITY USED 8%
 IMPEDANCE FACTOR 0.95
 ACTUAL CAPACITY 535

1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 2 of 2)
 DATE:09-14-1990 TIME:00:48:14
 AM peak-Aug37

STEP 3 LEFT TURNS FROM C:Site Drive
 CONFLICTING FLOWS 1380
 CRITICAL GAPS 6.7
 CAPACITY 112
 ACTUAL CAPACITY 107

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM B:	45	535	490	A	7.35	0.09
ALL MOVES FROM C:	31	173	142	D	25.29	0.22

Site
Sept
PM
Peak

CINCH PROGRAM VERSION DATE 4-29-1988
1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 1 of 2)
DATE:09-14-1990 TIME:00:37:24
Beach lot/site dr.

LAST DATASETS LOADED OR SAVED
VOLUME= GEOMETRICS=
KEY: A- -B
|
C

Site
Sept
PM
Peak

GENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
CONTROLS: FROM C: STOP
PREVAILING SPEED: 33 MPH
MAIN STREET # OF LANES: 2 LANES
MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
APPROACH: C: Site Drive
SHARED LEFT AND RIGHT TURN LANE: YES
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)
APPROACH A: Beach Rd wb B: Beach Rd eb C: Site Drive
LEFTS 0.00 0.00 0.00
THRS 0.00 0.00 0.00
RIGHTS 0.00 0.00 0.00

APPROACH	A: Beach Rd wb			B: Beach Rd eb			C: Site Drive		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	360	13	15	395	0	46	0	41
PHF	1.00			1.00			1.00		
ADJ VOLUME	0	360	13	15	395	0	46	0	41
PERCENT GRADE	0.00			0.00			0.00		
PASS CAR/HR	0			17			51	0	45

STEP 1 RIGHT TURNS FROM C:Site Drive
CONFLICTING FLOWS 367
CRITICAL GAPS 5.6
CAPACITY 713
ACTUAL CAPACITY 713

STEP 2 LEFT TURNS FROM B:Beach Rd eb
CONFLICTING FLOWS 373
CRITICAL GAPS 5.1
CAPACITY 808
CAPACITY USED 2%
IMPEDANCE FACTOR 0.99
ACTUAL CAPACITY 808

1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 2 of 2)
 DATE:09-14-1990 TIME:00:37:24
 Boch lot/site dr.

STEP 3 LEFT TURNS FROM	C:Site Drive	
CONFLICTING FLOWS		777
CRITICAL GAPS		6.7
CAPACITY		307
ACTUAL CAPACITY		304

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUE
LT FROM B:	17	808	792	A	4.55	0.02
ALL MOVES FROM C:	96	417	321	B	11.22	0.30

Site
Sept
AM
pk

CINCH PROGRAM VERSION DATE 4-29-1988
1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 1 of 2)
DATE:09-14-1990 TIME:00:41:04
Boch AM peak/Sept

LAST DATASETS LOADED OR SAVED
VOLUME= GEOMETRICS=
KEY: A- -B
; C

Site
Sept
am
peak

GENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
CONTROLS: FROM C: STOP
PREVAILING SPEED: 33 MPH
MAIN STREET # OF LANES: 2 LANES
MAIN STREET APPROACH A - EXCLUSIVE RIGHT TURN LANE: N

MINOR STREET LANES
APPROACH: C: Site Drive
SHARED LEFT AND RIGHT TURN LANE: YES
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

SIGHT DISTANCE RESTRICTIONS (in seconds)
APPROACH A: Beach Rd wb B: Beach Rd eb C: Site Drive
LEFTS 0.00 0.00 0.00
THRU 0.00 0.00 0.00
RIGHTS 0.00 0.00 0.00

APPROACH A: Beach Rd wb B: Beach Rd eb C: Site Drive
LT TH RT LT TH RT LT TH RT
VOLUME 0 395 43 38 360 0 12 0 13
PHF 1.00 1.00 1.00
ADJ VOLUME 0 395 43 38 360 0 12 0 13
PERCENT GRADE 0.00 0.00 0.00
PASS CAR/HR 0 42 13 0 14

STEP 1 RIGHT TURNS FROM C:Site Drive
CONFLICTING FLOWS 417
CRITICAL GAPS 5.6
CAPACITY 671
ACTUAL CAPACITY 671

STEP 2 LEFT TURNS FROM B:Beach Rd eb
CONFLICTING FLOWS 438
CRITICAL GAPS 5.1
CAPACITY 753
CAPACITY USED 6%
IMPEDANCE FACTOR 0.97
ACTUAL CAPACITY 753

1985 HCM - CHAPTER 10 : UNSIGNALIZED - 3 APPROACHES (PAGE 2 of 2)
 DATE:09-14-1990 TIME:00:41:04
 Boch AM peak/Sept

STEP 3 LEFT TURNS FROM C:Site Drive
 CONFLICTING FLOWS 815
 CRITICAL GAPS 6.7
 CAPACITY 289
 ACTUAL CAPACITY 280

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL (SEC)	AVG QUE
LT FROM B:	42	753	711	A	5.06	0.06
ALL MOVES FROM C:	28	402	375	B	9.61	0.07

An Administrative Checklist for DEVELOPMENTS OF REGIONAL IMPACT

Based on the purpose of the Martha's Vineyard Commission and the Applicant's submitted plans, the Commission will be weighing the proposal's probable benefits and detriments pursuant to Sections 14 & 15 of Chapter 831 of the Acts of 1977 as Amended. Copies of Chapter 831 are available from the Commission.

This checklist must be filled out by a Town Official for any person requesting any permit, endorsement, approval, authority or permission from Town authorities for development or a development permit as defined in this document. Such regional impact permit requests will be forwarded to the Martha's Vineyard Commission for review prior to local action. After review and public hearing, the Martha's Vineyard Commission will indicate by written decision to local authorities that: (1) the Town authorities may grant approvals of the application, (2) approvals may be granted with conditions, or (3) they may not grant approvals.

STATEMENT FROM MUNICIPAL LAND REGULATORY AGENCY

REGIONAL
IMPACT

YES (circle appropriate number/numbers)

1. Is the Development within one town and one which a state agency or the planning board, conservation commission, board of health, board of appeals, or selectmen of another town has requested to be designated a Development of Regional Impact? With reference to the "Statutory Interest" of Chapter 831, does the Development affect the objects of and interest protected by Chapter 831 outside the municipality where the development is proposed? If so, specify the affected interests and objects.
2. Is the land subject to the application a proposed development of a related or contiguous ownership of twenty (20) acres or more?
3. Is the land subject to the application presently a contiguous ownership of fifteen (15) acres or more and has the land been subdivided within the last 7 years?
4. Does the development propose to divide a related or contiguous ownership of land into ten (10) or more lots?
5. Is the land subject to the application listed in the acquisition priorities or long term goals of the Town's Open Space Plan?
6. Does the proposed development include any of the following? (see floor area and auxiliary building definitions)
 - a. New construction and/or use of land for commercial, office, storage and/or industrial development, private educational facility or use or use changes which have a floor area and/or area of use 1,000 square feet or greater;
 - b. Additions or auxiliary buildings or use changes for commercial, office, storage and/or industrial development, private educational facility which have a floor area and/or area of use 1,000 square feet or greater;
 - c. Outdoor commercial space (see definition) 6,000 square feet or greater.

7. Does the application seek a division of land located in a business, commercial, or light industrial zoning district?
8. Will the proposed development, including the expansion of existing, related or contiguous developments, create, or accommodate more than ten (10) dwelling units?
- 9.a. Is the development proposed within the waters of Edgartown, Vineyard Haven, Oak Bluffs, or Menemsha Harbors, Lagoon Pond, Lake Tashmoo, Katama Bay, Menemsha Pond or Sengekontacket Pond or within any other water body or Great Pond of ten (10) acres or more, or within the ocean? (Private non-commercial piers, that are not located on a federally-designated barrier beach as identified in the Coastal Barrier Resources Act or on a State-designated Barrier Beach as identified in Executive Order #181, are exempt.)
- 9.b. Does the development entail a change in use or intensity of use of a private or commercial pier, requiring installation or extension of utilities, significant reconstruction (greater than 50%) of the pier, or creation of new facilities or expansion of existing facilities related to the use of the pier located on the landward portion of the property, that is located in Edgartown, Tisbury, Oak Bluffs, or Menemsha harbors?
10. Does the development relate to any health, educational, recreational, governmental or other publicly owned or quasi-publicly owned facility designed to serve the residents of more than one town?
11. Does the development qualify according to either of the following:
 - a. The proposed construction or expansion will provide facilities for transportation to or from Martha's Vineyard; or
 - b. the proposed construction or expansion will be part of an internal regional transportation system. (This includes, but is not limited to commercial and public transportation by air, land and water and shall include, but not be limited to runways, terminals, docks, roads and routes).
12. Does the development propose the demolition or alteration of the exterior of an historic building as determined by the Local Historic Commission or Architectural Assistance Committee of the Town?
13. Is the development on property which has been in whole or in part the subject of a previous DRI application? (Excluding subsequent development permits for dwellings on approved subdivisions, unless otherwise noted in DRI Decision.)
14. Does the development qualify according to one of the following?
 - a. The development will include a hardsurface road, with impervious surface, within the Coastal District (as defined by town by-laws); or
 - b. parking lot for more than five (5) vehicles within the Coastal District; or
 - c. a road providing vehicular access to a beach; or
 - d. a development on Noman's Land Island.
15. Is the Development Permit for a new, or the expansion of an existing, rental operation or establishment for motorized bicycles, mopeds or motor vehicles? (Expansion includes a proposed increase in the number of vehicles available for rent.)

Name of Applicant Ernest J. Boch

c/o Philip E. Magnuson
 Nutter, McClellenn & Fish
 Address 1185 Falmouth Road - Route 28
P.O. Box 1630
 Hyannis, MA 02601

DEFINITIONS:

"AREA OF USE" includes facilities associated with or land devoted to primary use(s) of the facility or primary development and/or facilities associated with and land area used for accessory uses customary and incidental to the primary use.

"AUXILIARY BUILDING" a building giving support, helping, aiding, assisting; subsidiary, incidental or additional to an existing building or use.

"DEVELOPMENT" means any building, mining, dredging, filling, excavation, or drilling; or any material change in the use or appearance of any structure or in land itself; or the division or subdivision of land into lots or parcels; or a change in the intensity of uses of land, such as an increase in the number of units in a structure; or alteration of a shore, beach, seacoast, river, stream, lake, pond, or canal, including coastal construction; or demolition of a structure; or clearing of land as an adjunct of construction; or the deposit of refuse, solid or liquid waste or fill on a parcel of land; or as otherwise defined in this checklist. (See Item 9.a. for exemptions.)

"DEVELOPMENT PERMIT" any permit, license, authority, endorsement, or permission required from a municipality or any officer, board, commission or agency thereof. (For use in Items 13 & 15.)

"FLOOR AREA" includes total floor area of all floors. (See Item 6.) Square footage shall be cumulative from January 1, 1985.

"MUNICIPAL LAND REGULATORY AGENCY" means any municipal agency, board, commission, department, office, or official that has statutory authority to approve or grant a development permit.

"OUTDOOR COMMERCIAL SPACE" includes total area used for display, delivery, loading, storage, sales, production, parking and processing exclusive of access roads and exclusive of the "floor area".

"RELATED" means a family or economic relationship among owners of land or facilities, indicating premises which are under unitary or joint control, or are being developed for shared economic benefit.

"STATUTORY INTEREST" shall mean Subsection A-G of Section 12 of Chapter 831 of the Acts of 1977 as Amended.

FOR TOWN USE ONLY

Check One Box Only:

1. I have reviewed and concur with this "Statement from Municipal Land Regulatory Agency" and therefore refer the request to the Martha's Vineyard Commission as a Development of Regional Impact.
2. I have been notified in writing that:
 - a. A state agency or a board from another town (planning board, board of health, board of appeals, conservation commission or board of selectmen) has requested that this permit request be designated one of regional impact;

AND THAT

- b. the Martha's Vineyard Commission has concurred with such a designation.

Signed _____

Board Tisbury Planning Board

Name Kenneth A. Barwick, Chairman

Town Vineyard Haven, MA 02568

MATERIALS TO BE SUBMITTED WITH THE DEVELOPMENT OF REGIONAL IMPACT (DRI) CHECKLIST:
(may be shown through one or several maps and documents drawn to scale) -- 4 copies

DIVISION AND SUBDIVISION APPLICATIONS

EXISTING CONDITIONS: SOILS -- Types and suitabilities; TOPOGRAPHY -- Contours at 2 foot intervals; VEGETATION -- Height, canopy, species; list of unique or rare species; WILDLIFE HABITAT -- Representative species list utilizing site; SURROUNDING USES -- Types & intensities.

DEVELOPMENT PROPOSAL: Plans drawn to scale

PRELIMINARY & DEFINITIVE SUBDIVISION PLAN

ILLUSTRATIVE DEVELOPMENT PLAN -- One or several plans showing:
Proposed building envelopes Elevation contours at 2 foot intervals
Proposed septic & well locations Wetlands & wetland buffer zones
Open space management proposal & plan Direction of flow for ground & surface waters
Existing and proposed foottrails Significant view points to/from the site

OTHER DOCUMENTS --

Certified abutters list Subdivision covenants
Homeowner Association Covenants Affordable housing proposal
Road surfacing & maintenance proposal Deed or purchase & sales agreement
Available data on water testing, test wells or previous water quality assessments

STATEMENT OF POTENTIAL IMPACTS REGARDING:

Population	Surface water	Schools
Police	Fire	Wetlands
Traffic	Wildlife habitat	Special status species
Affordable housing	DCPC's	Economy/labor force
Views to or/from public areas	Public Wells,	Zones of contribution

FILING FEE: \$ 500.00
PLUS \$ 200.00 PER LOT UP TO AND INCLUDING 20 LOTS
\$ 100.00 PER LOT FOR ALL LOTS OVER 20

APPLICANT MUST SUBMIT FILING FEE WITH THIS CHECKLIST TO THE REFERRING AGENCY BEFORE REVIEW CAN PROCEED. MAKE CHECK PAYABLE TO THE MARTHA'S VINEYARD COMMISSION.

MATERIALS TO BE SUBMITTED WITH THE DEVELOPMENT OF REGIONAL IMPACT (DRI) CHECKLIST:
(may be shown through one or several maps and documents drawn to scale) -- 4 copies

COMMERCIAL, OFFICE, STORAGE, INDUSTRIAL, HEALTH, EDUCATIONAL, RECREATIONAL,
GOVERNMENTAL FACILITY APPLICATIONS:

EXISTING CONDITIONS: SOILS -- Types and suitabilities; TOPOGRAPHY -- Contours at 2 foot intervals; VEGETATION -- Height, canopy, species; list of unique or rare species; WILDLIFE HABITAT -- Representative species list utilizing site; SURROUNDING USES -- Types & intensities.

DEVELOPMENT PLAN:

SITE PLAN: drawn to scale, including --

Septic & water supply plan	Direction of ground & surface water flow
Parking Plan	Drainage & grading, approx. cut & fill
Open Space Plan	Landscaping plan & planting schedule
Wetlands	Significant views to & from the site
Circulation plan showing pedestrian and vehicular routes, loading zones, handicapped access and facilities	

BUILDING PLANS, drawn to scale & signed by a certified architect or engineer including --

Floor plans depicting square footage & dimensions; proposed use of all interior & exterior areas;
Elevations with materials indicated
Circulation including emergency & handicapped access/egress
Deed &/or lease or purchase & sales agreement
Certified abutters list

STATEMENT OF POTENTIAL IMPACTS REGARDING:

Population	Surface water	Schools
Fire	Wetlands	Police
Wildlife habitat	Traffic	Special status species
Affordable housing	DCPC's	Economy/labor force
Views to/from public areas	Public Wells,	Zones of contribution

FILING FEE: Less than 3,000 Square Feet = \$ 900.00
3,000 - 5,000 Square Feet = \$ 1,200.00
Over 5,000 Square Feet = \$ 1,500.00 plus .50
for every Square Foot over 5,000 Square Feet.
(Square feet measurements above refer to floor area)

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REGIONAL
IMPACT

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Name of Applicant Ernest J. Boch
 c/o Philip E. Magnuson/Nutter, McClellan &
 Fish.

Address 1185 Falmouth Road, Route #28
P.O. Box #1630/Hyannis, Mass. 02601

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1. I have reviewed and concur with this "Statement from Municipal Land Regulatory Agency" and therefore refer the request to the Martha's Vineyard Commission as a Development of Regional Impact.
2. I have been notified in writing that:
 - a. A state agency or a board from another town (planning board, board of health, board of appeals, conservation commission or board of selectmen) has requested that this permit request be designated one of regional impact;

AND THAT

- b. the Martha's Vineyard Commission has concurred with such a designation.

Signed 

Board Planning Board

Name Kenneth A. Barwick

Town Tisbury 04 October, 1990

MATERIALS TO BE SUBMITTED WITH THE DEVELOPMENT OF REGIONAL IMPACT (DRI) CHECKLIST:
(may be shown through one or several maps and documents drawn to scale) -- 4 copies

DIVISION AND SUBDIVISION APPLICATIONS

EXISTING CONDITIONS: SOILS -- Types and suitabilities; TOPOGRAPHY -- Contours at 2 foot intervals; VEGETATION -- Height, canopy, species; list of unique or rare species; WILDLIFE HABITAT -- Representative species list utilizing site; SURROUNDING USES -- Types & intensities.

DEVELOPMENT PROPOSAL: Plans drawn to scale

PRELIMINARY & DEFINITIVE SUBDIVISION PLAN

ILLUSTRATIVE DEVELOPMENT PLAN -- One or several plans showing:
Proposed building envelopes Elevation contours at 2 foot intervals
Proposed septic & well locations Wetlands & wetland buffer zones
Open space management proposal & plan Direction of flow for ground & surface waters
Existing and proposed foottrails Significant view points to/from the site

OTHER DOCUMENTS --
Certified abutters list Subdivision covenants
Homeowner Association Covenants Affordable housing proposal
Road surfacing & maintenance proposal Deed or purchase & sales agreement
Available data on water testing, test wells or previous water quality assessments

STATEMENT OF POTENTIAL IMPACTS REGARDING:
Population Surface water Schools
Police Fire Wetlands
Traffic Wildlife habitat Special status species
Affordable housing DCPC's Economy/labor force
Views to or/from public areas Public Wells, Zones of contribution

FILING FEE: \$ 500.00
PLUS \$ 200.00 PER LOT UP TO AND INCLUDING 20 LOTS
\$ 100.00 PER LOT FOR ALL LOTS OVER 20

APPLICANT MUST SUBMIT FILING FEE WITH THIS CHECKLIST TO THE REFERRING AGENCY BEFORE REVIEW CAN PROCEED. MAKE CHECK PAYABLE TO THE MARTHA'S VINEYARD COMMISSION.

MATERIALS TO BE SUBMITTED WITH THE DEVELOPMENT OF REGIONAL IMPACT (DRI) CHECKLIST:
(may be shown through one or several maps and documents drawn to scale) -- 4 copies

COMMERCIAL, OFFICE, STORAGE, INDUSTRIAL, HEALTH, EDUCATIONAL, RECREATIONAL,
GOVERNMENTAL FACILITY APPLICATIONS:

EXISTING CONDITIONS: SOILS -- Types and suitabilities; TOPOGRAPHY -- Contours at 2 foot intervals; VEGETATION -- Height, canopy, species; list of unique or rare species; WILDLIFE HABITAT -- Representative species list utilizing site; SURROUNDING USES -- Types & intensities.

DEVELOPMENT PLAN:

SITE PLAN: drawn to scale, including --
Septic & water supply plan Direction of ground & surface water flow
Parking Plan Drainage & grading, approx. cut & fill
Open Space Plan Landscaping plan & planting schedule
Wetlands Significant views to & from the site
Circulation plan showing pedestrian and vehicular routes, loading zones, handicapped access and facilities

BUILDING PLANS, drawn to scale & signed by a certified architect or engineer including --

Floor plans depicting square footage & dimensions; proposed use of all interior & exterior areas;
Elevations with materials indicated
Circulation including emergency & handicapped access/egress
Deed &/or lease or purchase & sales agreement
Certified abutters list

STATEMENT OF POTENTIAL IMPACTS REGARDING:
Population Surface water Schools
Fire Wetlands Police
Wildlife habitat Traffic Special status species
Affordable housing DCPC's Economy/labor force
Views to/from public areas Public Wells, Zones of contribution

FILING FEE: Less than 3,000 Square Feet = \$ 900.00
3,000 - 5,000 Square Feet = \$ 1,200.00
Over 5,000 Square Feet = \$ 1,500.00 plus .50
for every Square Foot over 5,000 Square Feet.
(Square feet measurements above refer to floor area)

APPLICANT MUST SUBMIT FILING FEE WITH THIS CHECKLIST TO THE REFERRING AGENCY BEFORE REVIEW CAN PROCEED. MAKE CHECK PAYABLE TO THE MARTHA'S VINEYARD COMMISSION.

MATERIALS TO BE SUBMITTED WITH THE DEVELOPMENT OF REGIONAL IMPACT (DRI)
CHECKLIST: (may be shown through one or several maps and documents drawn
to scale) -- 4 copies

COMMERCIAL, OFFICE, STORAGE, INDUSTRIAL, HEALTH, EDUCATIONAL,
RECREATIONAL, GOVERNMENTAL FACILITY APPLICATIONS:

EXISTING CONDITIONS: SOILS -- Types and suitabilities; TOPOGRAPHY --
Contours at 2 foot intervals; VEGETATION -- Height, canopy, species; list
of unique or rare species; WILDLIFE HABITAT -- Representative species
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Certified abutters list

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Population	Surface water	Schools
Fire	Wetlands	Police
Wildlife habitat	Traffic	Special status species
Affordable housing	DCPC's	Economy/labor force
Views to/from public areas	Public Wells,	Zones of contribution

FILING FEE: Less than 3,000 Square Feet = \$ 900.00
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VINEYARD COMMISSION.

06.04 Uses Requiring Special Permit from the Planning Board:

.01 Any new use, or the expansion of an existing use, in the area between Water Street, and a line extended from Water Street to the northern boundary of the Commercial Districts, and Beach Road and Vineyard Haven Harbor. The Planning Board may grant a Special Permit provided that it finds that the proposed use is in conformity with the intent and purposes of the Zoning By-law and specifically:

- the use is an appropriate commercial use requiring siting in the Commercial District and on the harbor front;
- the resulting land and waterway traffic can safely be accommodated;
- there is adequate provision for meeting traffic, wastewater disposal and flood hazard impacts and requirements;
- there is adequate provision for preventing pollution of the harbor water;
- that safety, health and general welfare will not be jeopardized;
- that the use does not conflict with any pertinent and accepted Master Plan or Policy.

If the proposed use is not one requiring commercial harbor front siting, but otherwise meets pertinent considerations, the Planning Board may issue a Special Permit conditional as to validity period and/or prohibiting structural arrangements which would tend to preclude future uses requiring commercial harbor frontage.

06.04 Uses Requiring Special Permit from the Planning Board:

- .02 Hotels, motels, multi-unit dwellings, apartments, rooms-for-rent, boarding houses and Food Service Establishments, provided the proposed use is determined to be in conformity with the intent and purposes of the Zoning By-law and specifically:
- the provision for wastewater disposal is approved by the Board of Health, and;
 - adequate provision is made to protect against ground water and harbor water pollution, and;
 - all Flood Hazard Program requirements are satisfied without resort to elevated structures significantly conflicting, in size or appearance, with existent uses, and;
 - adequate provision is made for employee and patron parking, and;
 - pedestrian and vehicular parking can be efficiently and safely accommodated, and;
 - that safety, health and general welfare will not be jeopardized, and;
 - that the use does not conflict with any pertinent and accepted Master Plan or Policy.

Note: (1) At the time this By-law amendment became effective (1979), problem conditions relating to traffic, wastewater disposal and flood hazard determinations would generally preclude issuing Special Permits under this section. This section makes possible the consideration of certain uses as major problem solutions become effective.

(2) The Planning Board may require the applicant to submit professional studies relating to traffic impacts, flood proof (or resistant) structures and pollution protection or other necessary and pertinent considerations.

MVC - filed Oct 23, 1987 # 264

Trib Conservation Commission

Filed under 6000 sq. ft. outside commercial

Nov 9 87 - LVPC Hearing

Nov 18 - 87 T.P.B. closed hearing

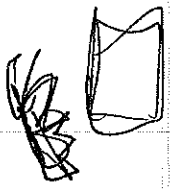
Dec 2 - 87 T.P.B. Denied

Jan 21 - 88 Public Hearing Scheduled

Jan 21 - 88 - Agent with draw application

Jan 26 - 88 - Notice to Town Board re D.P.I.

6.C.	146.
9a.	



100 CARS

TEAM summer

10/10/10
 repeated
 road

X PARKER AM PEAK

100 SPACES

NOON

X evening dinner

TEAM
 5
 8
 5
 5
 (93)

#00

wed
 7/1

DAY

10 Season	5	10 TRIPS	5 in 1 out
weekly	8	16 T	8 in 8 out
Day PARKERS	50	100 T	50 in 50 7.5 in 25.0
1/2 Day PARKERS	25	100 T	25 in 25.0

15,20K

226
 trips/day

WONT
 MAX

226

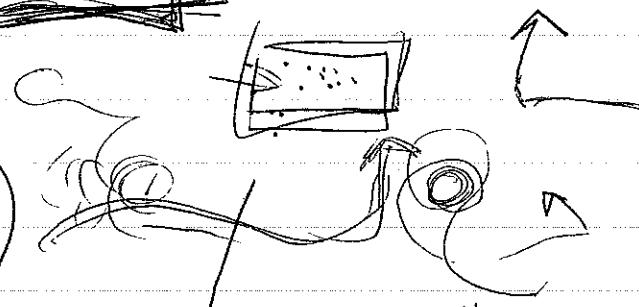
226 trips/day



Sandy Miller
 former

Site spec

93 mid-air
 trips
 44 ← 49

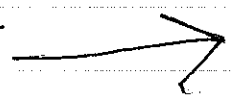


479
 106
 33

 618

91
 333
 251

 675



Ans

$(7,699) (1,000 \text{ hr}^2) - \text{wkday} \cdot \text{AWD}$

wkday PK Am .108

pm .641

Sund - $31.456 / 1000 \text{ hr}^2$
PK hr = $8.359 /$

PKg - .43 / attendee

sothet = 20'

Boch

Excl. 15 flr - boat franchise 1800
 2nd flr - office 1500

92 spaces
 ~ 12 retail boat franchise + 8000

8 seasonal pkg (commuters)
 12 weekly pkg
 40 day
 20 1/2 day pkg

1800 bldg
 570
 200
 135
 3525

5723
 500
 7223

15,277 up

14,900

retail
 ofc

New TRIPS:

PKG NEEDS:

pkg Furn/Carpet stop
 → wednesday 1.22/1000 of ft²
 pkg of c → 2.79/1000 of ft²

- gpl.
 1. MARINE DIST.!
 2. SEPTIC?

- market study
 - machine financing

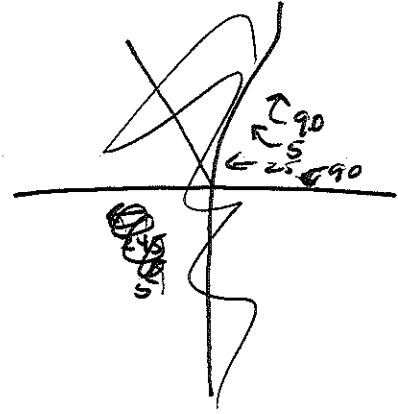
New Car:
 47.5 AWD
 Am pk 1.76 enter 2.550
 2.32 exit 2.20 4.00
 pm pk 1.76 enter 3.65
 2.32 exit 2.48

ofc
 17.7/1000
 Gen: Am pk: ent 2.23
 ex .45 2.92
 Gen pm pk: 1.88 (ent) 2.84/

47.5
 1000

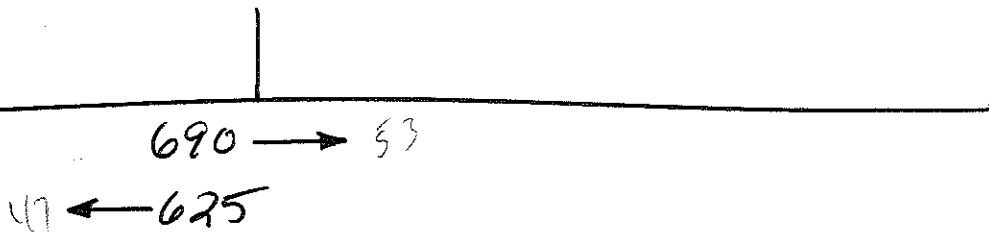
WEDNESDAY PEAK
EXIST ~~SEPT~~ SEPT

WEDNESDAY PEAK
EXIST ~~PEAK~~ AUG

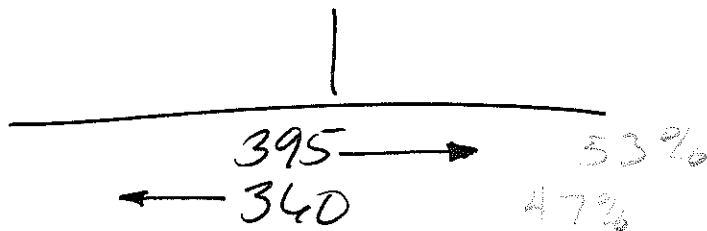


BEACH RD AT SITE
AUG WEDNESDAY PEAK

5
CRM



BEACH RD AT SITE
~~PEAK~~ SEPT WEDNESDAY PEAK



PARKING AREA

Assume 80 space

8 Seasonal Commuters
 12 weekly
 40 day
 20 1/2 day

Assume all enter + exit ^{FULL OCCUPANCY} during peak hours.

	AM PK	PM PEAK
8 SEASONAL/Commuter	0	8 EXIT
12 WEEKLY	12 enter	12 exit
40 DAY	40 enter	40 exit
20 1/2 day	20 enter 20 exit	20 exit 20 enter

AVG

	AM IN	AM out	PM IN	PM OUT
boat:	5	4	7	4
OFC:	4	1	1	3
PKG:	72	20	20	80
	81	25	28	87

August

boat:	9	7	12	8
ofc:	7	1	1	6
PKG:	72	20	20	80
	88	28	33	94

Parking Needs

Avg: ~~boat franchise~~ $1.22 / 1000 \text{ ft}^2 = (1.22) \left(\frac{1800}{1000} \right) = 2.196$
 PEAK = $(\times 1.79) = 3.93$

Avg: $\text{D/C} = \frac{2.79}{\cancel{1.22}} (1000 \text{ ft}^2) = \left(\frac{2.79}{\cancel{1.22}} \right) \left(\frac{1800}{1000} \right) = 5.022$
 peak = $(1.79)(5.022) = 8.98$

$$\begin{array}{r} 3.93 \\ 8.98 \\ \hline 12.91 \end{array} + \text{attendees}$$

12 should be fine

Trip Generation

AVG CONDITIONS:

RETAIL BOAT (CAR): $47.5 \times \frac{1800}{1000} = 85.5 \text{ AWD}$

~~all people~~

AM peak = 5.1 in
4.1 out

PM peak = 6.5 in
4.4 out

$\text{D/C} = 31.8 \text{ AWD}$

AM peak = 4.0 in
.8 out

PM peak .6 in
3.3 out

PEAK CONDITIONS

Retail Boat = $(1.79)(85.5) = 153.0$

AM peak 9.1 in
7.3 out

PM peak = 11.7 in
7.9 out

$\text{D/C} = \frac{\cancel{31.8}}{\cancel{1.22}} 57 \text{ AWD}$

AM peak 7.1 in
1.4 out

PM peak 1.1 in
6.0 out

COORESPONDENCE

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUL 9 1991

25 July 1990

Planning Board
Town of Tisbury
P. O. Box 602
Vineyard Haven, MA 02568

Dear Members:

In reference to the plan dated 28 February 1990 drawn for Ernest J. Boch for his property on Beach Road (Tisbury Assessors Parcel 9-C-3) and presented to the Harbor Management Committee on 24 April 1990 by Gino Montesi, the Harbor Management Committee wishes to advise the Planning Board of its concerns:

1. Insofar as a parking facility is concerned, for 85 cars or more, the Harbor Management Committee has not identified parking as a water dependent use. Parking is not a commercial use requiring siting in the Marine Commercial District.
2. The addition of an open vista to the harbor from Beach Road on a year-round basis would be a benefit for the community. Siting a new building as close to the waterfront as shown on the plan would effectively block any views to the water from the street.
3. We would recommend preserving and maintaining the existing structure in its existing location on the west corner of the property, fronting on Beach Road (Sturgis Entwistle's old carpentry shop, originally Hariph Hancock's shop), instead of tearing it down and building a new building closer to the beach. The shop has historic and aesthetic value. By locating the "proposed" business in that existing building, a clearer vista of the Harbor will be maintained and the business will also be more accessible to Beach Road.
4. The Harbor Management Committee believes that the issue of the impact of cars parking close to the water front should be referred to the Tisbury Conservation Commission for guidelines.

In short, the Harbor Management Committee does not favor this plan as presented to us.

If the Planning Board, however, does agree to this plan, or a similar plan, and does grant a special permit to the project as shown to us on the plan dated 28 February 1990, the Harbor Management Committee would request the following be considered in your findings, conditions, and restrictions:

1. An adequate drainage system be required so as to prevent runoff or leaching of pollutants from automobiles going into the harbor.
2. A detailed and thorough study of the ramifications of a parking facility at this location, given the characteristics of the site, and the impact on Beach Road, as provided for under ZBL 06.04 Note (2).
3. A provision that whatever exterior lighting is used be designed not to interfere with safe navigation at night, or be excessive.
4. A sidewalk and other pedestrian access be maintained to ensure public safety, and access.

The Harbor Management Committee would like to commend Mr. Boch and Mr. Montesi for bringing their proposal to us for our consideration, and thank them for giving us the opportunity to comment on it. We will look forward to working with them as their plans for the property evolve.

Sincerely,

Tisbury Harbor Management Committee

David Dandridge, Chairman

cc: Ernest Boch
Gino Montesi
Conservation Commission
Martha's Vineyard Commission

25 July 1990

RECEIVED
MARTHA'S VINEYARD
COMMISSION

JUL 30 1990

John Schilling
FyT

Planning Board
Town of Tisbury
P. O. Box 602
Vineyard Haven, MA 02568

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Tisbury Harbor Management Committee



David Dandridge, Chairman

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUL 30 1990

cc: Ernest Boch
Gino Montesi
Conservation Commission
Martha's Vineyard Commission ←

28 August 1990

Planning Board
Town of Tisbury
Town Hall Annex
Vineyard Haven MA 02568

**JOSEPH L
ELDREDGE
ARCHITECT
BOX 1833
VINEYARD
HAVEN MA
02568 693-2861**

This is to summarize and add to my testimony at your hearing on August 22nd for the application of Mr. Ernest Boch to demolish buildings, erect a new building, and provide parking at the former Hancock Hardware site on Beach Road.

- 1 At that hearing it was stated that a special permit is not required to demolish buildings. It is entirely possible that a court would hold (especially in a sensitive location) that such demolition is in itself a change in use. The Board should determine whether this possibility exists. If so, it is in the short and long-range interest of the Town to enjoin any such demolition until a special permit has been issued.
- 2 The question of whether this application comes under the Martha's Vineyard Commission is answered by Item 6a of its "Administrative Checklist for Regional Impact" dated February 1989. This holds that commercial development of over one thousand square feet can have a regional impact. Item 6c holds that outdoor commercial space in excess of six thousand square feet can have a regional impact. Such an area can hold no more than fifty cars, exclusive of maneuvering space. The applicant has stated that he wishes to accommodate from eighty to over one hundred paid parking spaces.
- 3 The issue of parking as a use, whether commercial, private, or public, is somewhat more complicated. It is now generally understood by town and city planners that placing parking lots in the center of commercial districts is not a solution. The increased traffic only increases the need (and pressure) for decentralization. The only way to preserve an urban or rural center is to provide peripheral parking with shuttle bus access. This is working in Edgartown; it is just a matter of time before Oak Bluffs and Vineyard Haven will be forced to follow.

To this can be added the fact that parking is not an accepted waterfront activity. Yet the Town's zoning policy suggests that parking does not preclude future use for waterfront related activities as they become feasible. Unless, of course, the return for parking as a use exceeds any that would be generated by appropriate water-related uses.

Finally, parking is not the most attractive use, especially in an area of high visibility both from land and the water. Any attempts at screening would be going against the concept of providing vistas to the harbor.

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MARTHA'S VINEYARD
COMMISSION

AUG 30 1990

4 The only argument in favor of parking as a use on this site is that it leaves open the possibility of future water-related uses.

5 The applicant has provided statistics on the amount of rentable space presently on the site, and as an argument for a new building of some twenty-four hundred square feet, has suggested that about seventy-five hundred square feet would be "given up".

Exterior measurements show that there can be no more than nine thousand square feet of space; that about fifty-five hundred square feet of this could be considered "rentable". The balance is in a condition that, to make it rentable, would involve costs that would quickly exceed FEMA, State, and Town formulas. So much work would be required to meet flood-plain and wetlands realities that new construction would be required. This means that continued use of about thirty-five hundred square feet of space is impracticable.

It can be argued that there is only fifty-five hundred square feet of space to "give up". This leaves a net exchange of 5500 less 2400 or 3100 square feet "given up". To this must be added the area required for (say) eighty cars at about two hundred square feet per car, bringing the total of commercial area (inside and out) above eighteen thousand square feet. This is nearly double the area now claimed for the site.

6 On the other hand, if the present Hancock/Entwhistle shop were to be used for sales and office purposes, the value residing in the other structures to be demolished could be used to generate a favorable position with respect to tidal zone economics, and perhaps even allow some additions.

The proposed use of the first floor for boat sales would not require the same flood-proofing measures as (for instance) office use. The thousand square feet of the second floor can easily become more "habitable" space.

7 Use of the Hancock shop building would give the applicant the benefit of existing setbacks, allow shop parking in the front away from the commercial parking, and avoid obstructing the view of the harbor by a new building placed closer to the water. The property gets narrower at the beach; the proposed building would in effect be a "cork in a bottle".

8 This Shop is a fine example of indigenous waterfront use and construction. Its big doors are suitable for a boat sales shop; the authentic setting can only be a stimulant to sales. As for the upstairs, renovated older buildings become prime office space in a time when the polyvinyl alternatives are uninspiring.

Once this Shop has been put to a good use, its owner will be the first to oppose demolition of the Natural Food Store (Coop) or the Five Corners (harness factory) building on either side.

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MARTHA'S VINEYARD
COMMUNITY

AUG 3 1990



9 Referral to the Martha's Vineyard Commission will permit a broader range of issues to be considered. Among them are the economic arguments in favor of well-considered use of the property. This could only reinforce the applicant's case.


The architectural character of any district is inseparable from its economic values and vitality. It is unfortunate that at this time the Commission is the only safeguard of these assets. Walter Renear foresaw the spectre of a bright new waterfront with buildings perched on a jungle of poles. It takes skill to keep communities alive. Selective preservation is one way to do this. It is time for Tisbury to take its waterfront architecture seriously.

10 The wetlands issues next to the harbor are more complicated than those found in the usual buffer zone conditions. This is especially true with septic systems and run-off surface water. This site (among others in the area) has always been a trouble spot. On Saturday, August 25th, the center of the lot was knee-deep in water from the heavy rains. Town firemen remember having to pump this and other areas out. (The Hancock Shop was high and dry.)

It would be placing a burden on the Town Conservation Commission to grant a special permit for a specific building and uses, subject to its approval. In the past the Planning Board has acted as a sounding board to guide applicants through complex projects. The appropriate procedure (and easiest on the applicant) would be to identify the range of concerns and impacts; refer the project to the Martha's Vineyard Commission; and require both health and wetlands matters to be resolved; all prior to granting a special permit. To do otherwise is to issue a hunting license to stalk the Town agencies, who can only deal with the project in a fragmented way.

This all seems rather heavy going for a small lot in a little coastal town. Why can't we return to a simpler time? This would require the removal of myself and the applicant and a hundred thousand other seasonal and year 'round hopefuls. This letter is about officially stated concerns and conditions, and some common sense solutions. Left alone, the problems won't go away unless we go away — or unless we use our heads.

Sincerely,

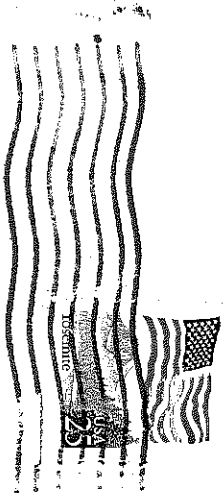

Joseph L. Eldredge

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

AUG 30 1990

JOSEPH L
ELDRIDGE
ARCHITECT
BOX 1833
VINEYARD
HAVEN MA
02568 693.2861

Mr. John Schilling
Martha's Vineyard Commission
Olde Stone Building
Oak Bluffs MA 02557



Handwritten signature

NUTTER, McCLENNEN & FISH

ROUTE 28 - 1185 FALMOUTH ROAD
P.O. BOX 1630
HYANNIS, MASSACHUSETTS 02601
TELEPHONE: 508 790-5400 FACSIMILE: 508 771-8079

DIRECT DIAL NUMBER:

September 6, 1990

John Schilling
Acting Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Ernest J. Boch - DRI Referral

Dear Mr. Schilling:

This is to confirm our telephone conversation regarding the Boch Special Permit Application.

As a result of comments and suggestions raised at a previous public hearing, the applicant attended the scheduled August 29, 1990 Planning Board Hearing prepared to present an Alternative Plan. Due to the absence of one Planning Board member, the scheduled hearing was continued to September 26, 1990 and we did not have an opportunity to present the Amended Plan.

By letter dated August 30, 1990, Planning Board Chairman Ken Barwick informed me that the application had been referred to the Martha's Vineyard Commission as a DRI. To my knowledge, the Planning Board did not vote to make the referral at its August 29th meeting or any other public meeting as required by the Open Meeting Law.

We believe that the Amended Plan is relevant to the Planning Board's Decision on whether to refer this matter to the MVC. If the subject of referral had been raised for discussion or vote at a public hearing, we would have had an opportunity to submit the Amended Plan to the Planning Board for discussion before any such action was taken.

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

SEP 10 1990

BOSTON, MASSACHUSETTS
COUNSEL: AMSTERDAM • LONDON • TOKYO


NUTTER, McCLENNEN & FISH

John Schilling
Acting Director
Martha's Vineyard Commission
September 6, 1990
Page two

At my request, you have agreed that Mr. Boch may have an opportunity to present the Amended Plan to the Tisbury Planning Board, and the Planning Board may cure any procedural defect in its previous referral decision by addressing the issue at the public hearing.

I further understand that you have agreed to extend the October 12, 1990 application completion deadline pending further proceedings before the Tisbury Planning Board.

Very truly yours,


Philip E. Magnuson

PEM/kab
cc: Mr. Ernest J. Boch
Mr. Gino Montesi
Mr. Richard Barbini
4732P

RECEIVED
MARTHA'S VINEYARD
COMMISSION

SEP 10 1990

PLANNING BOARD

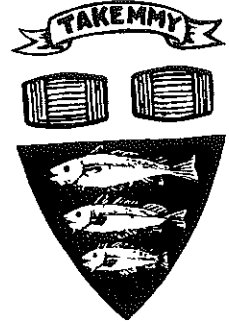
TOWN OF TISBURY

P.O. BOX 602

TOWN HALL ANNEX

VINEYARD HAVEN, MASSACHUSETTS 02568

(508) 693-2447



4 October 1990

Charles Clifford
Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557-1447

Dear Mr. Clifford:

Please find enclosed a revised checklist and plan, revised from the original plan sent in August 1990, for the applicant, Ernest J. Boch, submitted by Gino Montessi as agent for Mr. Boch.

This Board will schedule the continuance of this hearing for two weeks from the time that the Commission's answer is received. Notice of the continued hearing date will be by mailing and publishing. If you have any questions, please feel free to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Barwick". The signature is fluid and cursive, with a large loop at the end.

Kenneth A. Barwick
Chairman

KAB/nlw

Enclosures (3)

cc: Ernest J. Boch
c/o Philip E. Magnuson
Nutter McClennen & Fish

also:
Gino Montessi

NUTTER, McCLENNEN & FISH

ROUTE 28 - 1185 FALMOUTH ROAD
P.O. BOX 1630
HYANNIS, MASSACHUSETTS 02601

TELEPHONE: 508 790-5400 FACSIMILE: 508 771-8079

DIRECT DIAL NUMBER:

November 1, 1990

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

Attention: John L. Schilling
Coastal Zone Planner

Re: Ernest J. Boch/Beach Road Property, Vineyard Haven

Dear Mr. Schilling:

Thank you for your letter of October 15, 1990.

I have also received a copy of your letter of October 16, 1990 to Tisbury Planning Board Chairman Ken Barwick. From your letter to Mr. Barwick, I understand that Mr. Boch's proposal is not considered a DRI solely because of the prior referral which was subsequently withdrawn. In the last paragraph of the letter, you have indicated that "Mr. Boch's present application should be filed under Item # 6c, as the correct procedure". From the foregoing, it appears that the Planning Board will be filing another referral application with the Martha's Vineyard Commission.

Please give me notice of the initial LUPC Hearing at which the referral application will be discussed. I request an opportunity to address the issue of whether this project should be designated as a DRI in light of other recent decisions involving interpretation of the DRI Standards and Criteria.

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MARTHA'S VINEYARD
COMMISSION

NOV 2 1990

NUTTER, McCLENNEN & FISH

Martha's Vineyard Commission
Attention: John Schilling
Coastal Zone Planner
November 1, 1990
Page two

Insofar as the Commission is awaiting a revised DRI checklist from the Planning Board, I assume that you do not require the completed "check sheet" which you referred to in your October 15, 1990 correspondence to me. Please inform me if I am in error in this assumption.

Very truly yours,

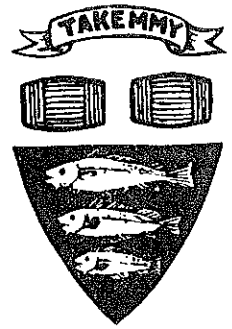
Philip E. Magnuson
Philip E. Magnuson

PEM/kab
cc: Mr. Ernest J. Boch
Mr. Gino Montesi
Mr. Dick Barbini
4917P

Hand Delivered

PLANNING BOARD

TOWN OF TISBURY
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MASSACHUSETTS 02568
(508) 693-2447



15 November 1990

J. Woodward Filley, Chairman
The Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557-1447

Re: Request of the Tisbury Planning Board to be heard at the
15 November 1990 meeting of the Martha's Vineyard Commission

Dear Mr. Filley:

The members of the Tisbury Planning Board hereby respectfully
request that they be heard at the 15 November 1990 meeting of
the Martha's Vineyard Commission with regard to the DRI application
for Ernest J. Boch.

Thank you for your consideration in this matter.

Sincerely,

Kenneth A. Barwick
Chairman

KAB/nlw

cc: Ernest J. Boch
c/o Philip E. Magnuson
Nutter, McClennen & Fish
1185 Falmouth Road, Route #28
P.O. Box 1630
Hyannis, MA 02601-1630

Gino Montessi
Agent for Ernest J. Boch
40 Main Street
Edgartown, MA 02539

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MARTHA'S VINEYARD COMMISSION

NOV 15 1990

Attached: copy of letter of receipt of this letter

NUTTER, McCLENNEN & FISH

ROUTE 28 - 1185 FALMOUTH ROAD
P.O. BOX 1630
HYANNIS, MASSACHUSETTS 02601

TELEPHONE: 508 790-5400 FACSIMILE: 508 771-8079

DIRECT DIAL NUMBER:

December 5, 1990

Charles Clifford
Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Boch DRI

Dear Mr. Clifford:

In response to Mr. Morgan's request at a December 3, 1990 Land Use Planning Committee ("LUPC") meeting, I hereby request that the LUPC waive the requirement of a parking or traffic study for the Boch DRI. As Mr. Morgan noted, the LUPC has the power to "waive completion of a traffic impact analysis or completion of certain items" pursuant to Section 2.611 (a) of the MVC Regulations.

With respect to the additional waivers which I have requested on Mr. Boch's behalf, I understand that the staff will review the plan for further discussion at the December 17, 1990 LUPC Meeting. I further understand that Mr. John Schilling has been assigned responsibility for this matter, and am prepared to provide Mr. Schilling with any further information which he may require.

Thank you for your courtesy and consideration throughout this matter.

Very truly yours,


Philip E. Magnuson

PEM/kab
5048P

cc: Mr. Ernest J. Boch

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MARtha's VINEYARD
COMMISSION

DEC 7 1990

NUTTER, McCLENNEN & FISH

ROUTE 28 - 1185 FALMOUTH ROAD
P.O. BOX 1630
HYANNIS, MASSACHUSETTS 02601

TELEPHONE: 508 790-5400 FACSIMILE: 508 771-8079

DIRECT DIAL NUMBER:

December 5, 1990

Charles Clifford
Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Boch DRI

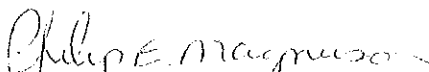
Dear Mr. Clifford:

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Thank you for your courtesy and consideration throughout this matter.

Very truly yours,


Philip E. Magnuson

PEM/kab
5048P

cc: Mr. Ernest J. Boch

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MARTHA'S VINEYARD

DEC 7 1990

HILL
&
BARLOW

A PROFESSIONAL CORPORATION

ONE INTERNATIONAL PLACE
BOSTON • MASSACHUSETTS 02110-2607
TELEPHONE (617) 439-3555 FACSIMILE (617) 439-3580

January 6, 1995

VIA TELECOPIER (508/693-7894)

Mr. Charles Clifford
Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557

**HARD COPY OF
FAX TRANSMITTED**

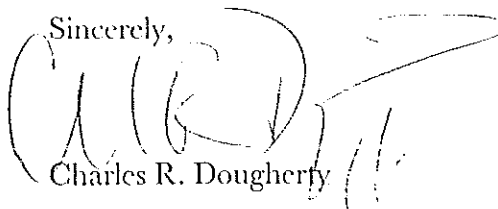
Re: Ernest Boch and Tisbury Planning Board

Dear Mr. Clifford:

After we spoke on Wednesday, I received a letter from Tracie Longman of Roche, Carens & DeGiacomo, counsel to the Tisbury Planning Board, complaining with respect to my communication with you. I infer from Ms. Longman's complaint that she is concerned about Mr. Simmons' service as an expert witness testifying against Mr. Boch's proposed project in the Land Court next week. As you and I discussed, I am concerned that the appearance of Mr. Simmons, Administrator of Martha's Vineyard Commission, as an expert witness testifying in direct contradiction to the conclusion of the Martha's Vineyard Commission will unfairly suggest to the Land Court that the Commission does not stand behind its decision or, in fact, reversed its decision. Thus, I would appreciate hearing from you as to the Commission's position on Mr. Simmons' serving as an adverse expert witness. I also would appreciate knowing, if Mr. Simmons is going testify, whether or not you would be available on Tuesday to testify in the Land Court action so as to insure that the judge is accurately apprised of the Commission's position on the project. Mr. Boch, of course, would cover your out-of-pocket expenses should it be necessary for you to testify in Boston.

I look forward to hearing from you.

Sincerely,



Charles R. Dougherty

31140-111

00117395.01

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MARTHA'S VINEYARD
COMMISSION

JAN 9 1995

SENT BY: SCHOFIELD BROTHERS, INC; 2-27-91 ; 11:06AM ;

VINEYARD

FAX CORRESPONDENCE

SCHOFIELD BROTHERS OF MARTHA'S VINEYARD

P.O. BOX 339
VINEYARD HAVEN, MA 02568
508 693-2781
FAX 508 693-6055

TO: M.V.C. (Tom Simmons)

FROM: Dick Barbini

DATE: 2-27-91

NUMBER OF PAGES: 3
(includes cover sheet)

COMMENTS: _____

SCHOFIELD, BARBINI, & HOEHN, INC.

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MARTHA'S VINEYARD

FEB 27 1991

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

87 State Road • Post Office Box 888
Vineyard Haven, MA 02568-0338
Telephone 508/693-2781
Fax 508/693-8055

FEB 27 1991

Scope For Traffic Report
for
Boch Parking Lot, Beach Road, Vineyard Haven, Mass.

I. General Information

A. Description of Proposal

1. Use (who from where)
2. Hours of Operation
3. Price Structure

B. Detail Information

1. Entrance and Exit
2. Site distances - 8 feet back from sideline at prevailing speeds
3. Estimated traffic generation (Peak & Average)
4. Existing Road Layout (Traffic & Pedestrian)

II. Effects (Based on Historic Data, Peak & Average)

A. Traffic at Beach Road, Five Corners, Main and South Main Streets

B. Pedestrian

III. Mitigating Measures

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 508/693-6055

February 27, 1991

Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557
Attention: Thomas Simmons

Re: Boch Parking Lot

Dear Tom:

Enclosed please find the following information concerning the above referenced DRI:

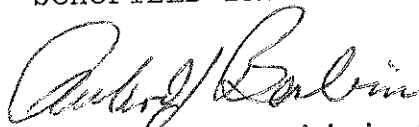
1. Scope of Traffic Report
2. Two (2) copies of the Proposed Parking Lot

As we discussed we are meeting with the Tisbury Conservation Commission on Tuesday March 5 to discuss the project. After the meeting I hope to supply you with information concerning surfacing material and drainage.

Please let us know if any additional information is required in order to have the project deemed complete.

Very truly yours,

SCHOFIELD BROTHERS OF M.V.



Richard J. Barbini, P.E.
President

cc/encl. Ernest Boch

kvb
Sent by FAX 2/27/91

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MARTHA'S VINEYARD

FEB 28 1991

SCHOFIELD, BARBINI, AND HOEHN INC.

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SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 508/693-6055

Scope For Traffic Report
for
Boch Parking Lot, Beach Road, Vineyard Haven, Mass.

I. General Information

A. Description of Proposal

1. Use (who from where)
2. Hours of Operation
3. Price Structure

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2. Site distances - 8 feet back from sideline at prevailing speeds
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4. Existing Road Layout (Traffic & Pedestrian)

II. Effects (Based on Historic Data, Peak & Average)

- A. Traffic at Beach Road, Five Corners, Main and South Main Streets
- B. Pedestrian

III. Mitigating Measures

Form 2



Commonwealth of Massachusetts

DEP File No

[Empty box]

(To be provided by DEP)

City/Town

Tisbury

Applicant

Boch

Date Request Filed

3/5/91

Determination of Applicability
Massachusetts Wetlands Protection Act, G.L. c. 131, §40
and under the Tisbury Wetlands Bylaw

From The Tisbury Conservation Commission Issuing Authority

To Ernest Boch Same
(Name of person making request) (Name of property owner)

Address c/o Richard Barbini Same
Schofield Brothers of M.V. Address
P.O. Box 339
Vineyard Haven, MA 02568

This determination is issued and delivered as follows:

- by hand delivery to person making request on March 25, 1991 (date)
- by certified mail, return receipt requested on _____ (date)

Pursuant to the authority of G.L. c. 131, §40, the Tisbury Conservation Commission has considered your request for a Determination of Applicability and its supporting documentation, and has made the following determination (check whichever is applicable):

Location: Street Address Beach Road

Lot Number: 9-C-3

1. The area described below, which includes all/part of the area described in your request, is an Area Subject to Protection Under the Act. Therefore, any removing, filling, dredging or altering of that area requires the filing of a Notice of Intent. and subject to protection under the Bylaw
2. The work described below, which includes all/part of the work described in your request, is within an Area Subject to Protection Under the Act and will remove, fill, dredge or alter that area. Therefore, said work requires the filing of a Notice of Intent. and subject to protection under the Bylaw

3. The work described below, which includes all part of the work described in your request, is within the Buffer Zone as defined in the regulations, and will alter an Area Subject to Protection Under the Act. Therefore, said work requires the filing of a Notice of Intent and subject to protection under the Bylaw

This Determination is negative:

1. The area described in your request is not an Area Subject to Protection Under the Act, and Bylaw
2. The work described in your request is within an Area Subject to Protection Under the Act, but will not remove, fill, dredge, or alter that area. Therefore, said work does not require the filing of a Notice of Intent (and under the Bylaw)
3. The work described in your request is within the Buffer Zone, as defined in the regulations, but will not alter an Area Subject to Protection Under the Act. Therefore, said work does not require the filing of a Notice of Intent (and under the Bylaw)
4. The area described in your request is Subject to Protection Under the Act, but since the work described therein meets the requirements for the following exemption, as specified in the Act and the regulations, no Notice of Intent is required: _____

Issued by Tisbury Conservation Commission

Signature(s) _____
Margaret Wolontis Anne B. Good
Marcy Heaver _____
R. David Kaman _____

This Determination must be signed by a majority of the Conservation Commission.

On this 19th day of March, 1991, before me personally appeared Margaret Wolontis, Co-Chairman, to me known to be the person described in, and who executed, the foregoing instrument, and acknowledged that he/she executed the same as his/her free act and deed

Myra J. Romain July 1, 1994
 Notary Public Myra J. Romain My commission expires

This Determination does not relieve the applicant from complying with all other applicable federal, state or local statutes, ordinances, by-laws or regulations. This Determination shall be valid for three years from the date of issuance.

The applicant, the owner, any person aggrieved by this Determination, any owner of land abutting the land upon which the proposed work is to be done, or any ten residents of the city or town in which such land is located, are hereby notified of their right to request the Department of Environmental Protection to issue a Superseding Determination of Applicability, providing the request is made by certified mail or hand delivery to the Department, with the appropriate filing fee and Fee Transmittal Form as provided in 310 CMR 10.03(7) within ten days from the date of issuance of this Determination. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and the applicant.

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 508/693-6055

March 13, 1991

Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557

Attention: Charles Clifford, Executive Director

Re: Ernest Boch, Beach Road, Vineyard Haven, Mass.

Dear Chuck:


Pursuant to our telephone conversation, we are hereby requesting the above referenced DRI be scheduled for a public hearing as soon as possible. We have met with the Tisbury Conservation Commission on a preliminary basis and they have stated that they would not approve impervious paving. Therefore, we will be using some type of pervious pavement.

Please notify us when you have approved our scope for the traffic report and when the hearing will be scheduled. Prior to the hearing, we will supply you with detailed information concerning the project.

If you have any questions, please feel free to contact me.

Very truly yours,

SCHOFIELD BROTHERS OF M.V.


Richard J. Barbini, P.E.
President

cc: Ernest Boch

kvb

faxed 3-13-91

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MAR 15 1991



Tisbury Conservation Commission
Box 1239
Vineyard Haven, Massachusetts 02568
(508) 693-9016

Mr. Charles Clifford
Executive Director
Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557

March 19, 1991

Subject: Boch proposal for Beach Road

Dear Mr. Clifford:

Please be advised that the Tisbury Conservation Commission had a public meeting on the Request for Determination of Applicability filed on behalf of Ernest J. Boch for activities proposed on the property on Beach Road, assessors parcel 9-C-3.

The Commission voted to issue a Positive Determination, which requires a Notice of Intent for any activity on the property. During the discussion of the property and proposed activities the merits of a parking lot and Marine related activities entered in to the conversations. The Commission did not officially vote on the matter of the specific use of the property as that will come up at the time a Notice of Intent is filed. Lastly, please be advised that the Commission's un-official policy for the Harbor area is that any landscaping and parking areas be composed of pervious materials.

Please contact this office if you have any questions or wish additional comments or input from the Tisbury Conservation Commission.

For the Commission,

Jane M. Varkonda
Conservation Resource Specialist

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COMMISSION
MAR 2 / 1991

Certified Mail # P-239-723-156

① oil/gas
② septic
③ use



Tisbury Conservation Commission
Box 1239
Vineyard Haven, Massachusetts 02568
(508) 693-9016

Mr. Charles Clifford
Executive Director
Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557

March 19, 1991

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Please contact this office if you have any questions or wish additional comments or input from the Tisbury Conservation Commission.

For the Commission,


Jane M. Varkonda
Conservation Resource Specialist

Certified Mail # P-239-723-156

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MARTHA'S VINEYARD
COMMISSION
MAR 27 1991

FAX CORRESPONDENCE

SCHOFIELD BROTHERS OF MARSHALL VINEYARD

P.O. BOX 339
VINEYARD HAVEN, MA 02566
508 693-2781
FAX 508 693-6055

TO: MARY LOW

FROM: DICK BARBINI

DATE: 3-25-91

NUMBER OF PAGES: 2
(includes cover sheet)

COMMENTS: Boch B&J

SCHOFIELD, BARBINI, & BORDA, INC.

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 508/693-6055

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MARTHA'S VINEYARD
COMMISSION

APR 5 1991

April 5, 1991

Martha's Vineyard Commission
Old Stone Building
Oak Bluffs, MA 02557

Re: Boch DRI

Dear Members:

Contained herewith is an Environmental Impact Report for the above referenced DRI.

I. Introduction

The proposed site is a 31,300 ± square foot parcel located on Beach Road, Tisbury. The property is Assessor's Parcel 9-C-3 and is owned by Ernest J. Boch.

The property is presently developed with four existing structures, three curb cuts on Beach Road and 45 feet of frontage on Vineyard Haven Harbor. The site varies in elevation from mean sea level at the Harbor to a high point of 5.6 feet above mean sea level, with the average elevation being approximately 4 feet above mean sea level. The site is divided by a coastal dune as defined by the Tisbury Conservation Commission and as shown on the design plans. There are approximately 24,500 square feet landward of the dune line.

II. Proposed Development Summary

- A. Removal of all existing structures with the exception of the Entwistle Building.
- B. Refurbishing of the Entwistle Building in a manner to protect its historic significance and converting the first floor to a retail area for a boat franchise and the second floor for offices.

APR 5 1991

- C. Conversion of the remaining area landward of the dune line into attendant paid parking. The area will be regraded in order to prevent any storm water runoff from exiting the property. The area will be resurfaced with pervious paving as required by the Tisbury Conservation Commission. Details of the type of paving to be used will be determined in conjunction with the required filings with the Tisbury Conservation Commission. During the off season we are anticipating using a portion of the parking area for boat storage.
- D. Abandoning of two of the existing curb cuts along Beach Road.
- E. Planting of a Buffer Area around the parking area. Details of the types of planting to be used will be determined with the Planning Board under the required Special Permit process.

III. Traffic

A. General Information

The proposed parking area will consist of maximum of 92 spaces. We have estimated the following uses of the spaces:

- 1. 12 spaces for the retail boat franchise and offices.
- 2. 8 spaces for seasonal parking i.e. people commuting from off island to work on-island.
- 3. 12 spaces for weekly parking
- 4. 40 spaces for day parking
- 5. 20 spaces for half day parking

The parking area will be manned by a attendant during the hours the ferry is operating and to accommodate any special Town activities. The pricing structure will be similar to the Wood Hole Steamship Authority parking lot.

B. Detailed Information

- 1. The existing curb cut to be utilized for the entrance and exit is approximately 20 feet wide and will be the first curb cut along Beach Road after the Five Corners

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COMMISSION
APR 5 1991

intersection. There will be approximately 50 feet to the centerline of the next existing curb cut. The remaining two existing curb cuts will be abandoned.

2. Site distance - 8 feet back from curb line
 - a. In the easterly direction the site distance is up to the Tisbury Market Place entrance or approximately 700 feet.
 - b. In the westerly direction the site distance is up to Five Corners or approximately 300 feet.
3. Beach Road is approximately 30 feet wide paved road with 5 foot wide sidewalks on both sides. On the northerly side of Beach Road the side walk extends all the way to the Steamship Authority terminal.
4. Estimated traffic generation from the project is being calculated with the assistance of Tom Simmons and will be completed by Friday April 12, 1991.
5. Impacts and Mitigating measures relative to traffic will be supplied with information outline in Item 4 above.

IV. Potential Impacts

A. Parking

The project will provide additional parking spaces in Tisbury, therefore helping to lessen an existing problem.

B. Groundwater/Surface Water

We are assuming that this proposal will not attract more cars to Tisbury. The cars that will be using the proposed parking lot would be parking in other existing downtown area if the project were not constructed. The majority of existing parking areas drain into catch basins and storm drains that discharge directly into the Harbor. There is no treatment or capturing of pollutants in this system. The proposed parking area will be paved with pervious paving. All storm water will be contained on site and will percolate through the soils, and therefore not entering the Harbor directly. The percolation through the soil strata

MV-4735
April 5, 1991

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COMMISSION
APR 5 1991

will capture pollutants. The proposed number of parking spaces in this proposal is small in relations to the total number of existing spaces in the downtown area. Therefore, we do not feel that this project will increase the pollutant level of the harbor.


C. Views

By removal of existing structures the views of the Harbor from Beach Road will be enhanced.

If you require additional information, please feel free to contact the undersigned.

Very truly yours,

SCHOFIELD BROTHERS OF MARTHA'S VINEYARD



Richard J. Barbini, P.E.
President



Tisbury Conservation Commission
Box 1239
Vineyard Haven, Massachusetts 02568
(508) 693-9016

April 17, 1991

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

Re: Application of Ernest Boch - Parking lot - Vineyard Harbor

Dear Commissioners:

The Tisbury Conservation Commission has environmental concerns about Ernest Boch's proposed parking lot at Five Corners, in the Vineyard Harbor area. We would like the Martha's Vineyard Commission to take these concerns into consideration when reviewing Mr. Boch's project.

Yours truly,

Thomas M. Robinson
Co-Chairman

IMR/mjr

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MARTHA'S VINEYARD
COMMISSION

APR 18 1991

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 609/693-8085

may
~~March~~ 13, 1991

Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557

Attention: Charles Clifford, Executive Director

Re: Ernest Boch, DRI

Dear Chuck:

On behalf of our client, we are hereby requesting that the Commission delay its decision until we have the opportunity to meet with LUPC once more concerning this DRI.

Please notify us when we will be on the LUPC agenda.

Very truly yours,

SCHOFIELD BROTHERS OF M.V.

Richard J. Barbini
Richard J. Barbini, P.E.
President

sent by fax

kvb

FAX CORRESPONDENCE

SCHOFFIELD BROTHERS OF MARTHA'S VINEYARD

P.O. BOX 339
VINEYARD HAVEN, MA 02560
508 693-2781
FAX 508 691-6055

TO: CHUCK

FROM: "WESTERN" OFFICE

DATE: 6-10-90

PAGES: 2
(cover sheet)

COMMENTS: _____

SCHOFFIELD, BARBINI, & HOOKER, INC.

69378941# 1

VINEYARD HAVEN

BY: SCHOFFIELD BROTHERS, INC. 6-10-91 2:00PM

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

87 State Road • Post Office Box 999
Vineyard Haven, MA 02568-0999
Telephone 609/890-2781
Fax 308/688-8066

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUN 10 1991

J. 991

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

Re: Ernest Boch DRI

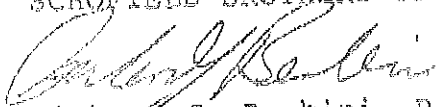
Dear Chuck:

As indicated in your letter dated June 7, 1991 on behalf of our client, we are hereby requesting that the Commission delay the deadline to make its decision on the above reference DRI until Thursday, June 27, 1991

If you have any questions, please feel free to contact the undersigned.

Very truly yours,

SCHOFIELD BROTHERS OF MARTHA'S VINEYARD



Richard J. Barbini, P.E.
President

kvb

sent by fax

SCHOFIELD BROTHERS AND BOYHN INC.

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
Civil Engineers and Surveyors

91 State Road, Post Office Box 309
Vineyard Haven, MA 02555-1300
Telephone 508 809-2701
Fax 508 809-6005

June 20, 1991

Charles Clifford, Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Ernest Boch DRI

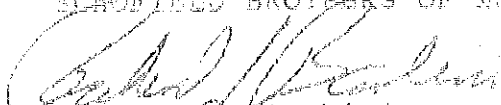
Dear Chuck:

Because of time constraints, we will not be able to complete our analysis of your letter dated June 7, 1991. Therefore on behalf of our client, we are hereby requesting that the Commission delay the deadline to make its written decision on the above referenced DRI until Friday July 26, 1991.

If you have any questions, please feel free to contact the undersigned.

Very truly yours,

SCHOFIELD BROTHERS OF MARTHA'S VINEYARD


Richard J. Barbini, P.E.
President

rvb

sent by fax

JUN 20 1991
RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

MV-4735

SCHOFIELD BROTHERS
of
MARTHA'S VINEYARD
CIVIL ENGINEERS • LAND SURVEYORS

97 State Road • Post Office Box 339
Vineyard Haven, MA 02568-0339
Telephone 508/693-2781
Fax 508/693-6055

July 8, 1991

Charles Clifford, Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Re: Ernest Boch DRI

Dear Chuck:

This letter is in response to the correspondence from you dated June 7, 1991. On behalf of our client, we are revising our proposed project to the following:

1. Refurbishing of the Entwistle Building in a manner to protect its historic significance and converting the first floor to a retail area for a boat franchise and the second floor to offices.
2. Leaving the "Music" store as presently exists including curb cuts and traffic patterns.
3. Removal of back buildings since they are not structurally sound nor safe for relocation.
4. Regrading and converting the area between the buildings remaining along Beach Road and the edge of the dune to a 46 car parking lot and boat storage area with no limit placed on seasons for car parking, targeting minimum half day, long term, and employee parking with special rates given to long term and employee parking.
5. Planting along the edge of the dune line as shown on plan as submitted.
6. Removal and replacement in certain areas as needed of the top six inches of soil every ten years and disposal at an approved site.
7. Completion of a traffic study by applicant in order to evaluate the actual impact of the proposed project on Beach Road traffic, and type of parking.
8. Reconsideration by the Commission in the fall of 1992, after review of the traffic study, of a proposal to increase the project to a 92 car parking lot.

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUL 10 1991

SCHOFIELD, BARBINI, AND HOEHN INC.

MV-4735
July 8, 1991
Page two

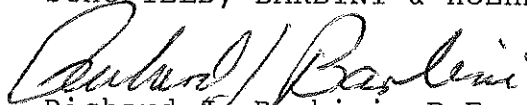
9. Submittal of a landscaping plan pursuant to the Town of Tisbury Planning Board bylaws, lighting plan and disposal scheme of "Music" store building as part of the reconsideration.

The revision to the proposed project presents benefits that should be addressed by the Commission. The parcel today is seen as an eyesore from both Beach Road and the Harbor. Without the owners permission, virtually the entire rear portion of the parcel has been abused by trespassers. The applicant intends to totally clean up the site by removing all debris that has been abandoned on the parcel over the years. The unsafe buildings will be removed. The coastal beach will become a clean beach again. A large portion of the parcel will contain much needed boat storage in the winter months. The revised projects benefits are numerous and most notably an attendant parking area is available in an area of Town where one does not now exist, but is much needed.

We believe that this proposal as revised meets two important goals. First, it responds to the Commission's request that we submit a scaled down proposal because the parking capacity is reduced by 50%. Second, the property will hopefully become economically viable for the applicant or any future owner, particularly if we return in the fall of 1992 for a possible increase in parking capacity. Accordingly, we respectfully submit that the LUPC and full Commission base their decision on this proposal. If you require any further details, please feel free to contact the undersigned.

Very truly yours,

SCHOFIELD, BARBINI & HOEHN, INC.


Richard J. Barbini, P.E.
President

cc Ernest Boch
Carol Borer
kvb

8 July 1991

John Schilling
Coastal Zone Planner
Martha's Vineyard Commission
Box 1447
Oak Bluffs, Mass. 02557

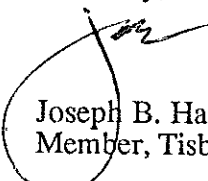
Dear John,

At the request of the Tisbury Harbor Management Committee, I am sending you another copy of the letter we wrote to the Tisbury Planning Board on 25 July 1990 when they were considering Ernest Boch's proposal for his property on Beach Road (Tisbury Assessors Parcel 9-C-3).

We want to make sure that the MVC will take our concerns into their deliberations on this. Please see that this is presented to the members.

Thank you for your efforts on our behalf.

Sincerely,

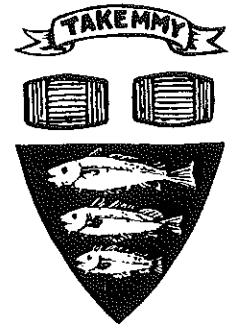


Joseph B. Hall
Member, Tisbury Harbor Management Committee

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION
JUL 9 1991

PLANNING BOARD

TOWN OF TISBURY
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MASSACHUSETTS 02568
(508) 693-2447



18 July 1991

Martha's Vineyard Commission
c/o Ms. Jane Greene,
Chairperson
P.O. Box 1447
Oak Bluffs, MA 02557

RE: Application of Mr. Ernest J. Boch for Special Permit Consideration
from the Tisbury Planning Board, Received 31 July 1991

Dear Commissioners:

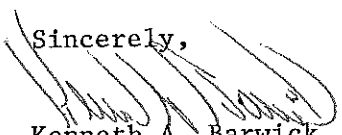
With regards to the above described application, the Tisbury Planning Board has been approached by Mr. Gino M. Montesi, Agent for Mr. Ernest J. Boch's proposal requesting a letter expressing the Planning Board's opinion relative to the application's consistency with the intent, purpose and goals of Tisbury's Zoning-By-law's with respect to the Marine Commercial District, and the Town's Master Plan's policies and objectives.

Given that the Planning Board has continued the Public Hearing, it would be premature to address the merits of the applicant's proposal, until we have had the opportunity to deliberate and render a decision.

We, instead would like to advise you, that the attributes of the applicant's proposal appear to be compatible with the Town's overall Master Plan policies and objectives and compatible with the intent and goals of Tisbury's Zoning-By-Laws with regards to the Marine Coastal District.

We trust this information will be of some assistance to you in your deliberations.

Sincerely,


Kenneth A. Barwick
Chairman

pvh/KAB

cc: Mr. Gino Montesi
P.O. Box 876, Beach Road
Vineyard Haven, MA 02568

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUL 22 1991

Planning Board still agrees
with the letter.

Wishes that MWC knows that the
Board continues to agree with
third paragraph

Via telephone
6/17/73

BENJAMIN LAMBERT HALL, JR.
ATTORNEY-AT-LAW
40 Main Street, PO Box 2130
Edgartown, MA 02539
(508) 627-5900

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION
JUL 26 1991

July 25, 1991

RE: DRI of Ernest Boch
Beach Road
Tisbury, Massachusetts

DISSENT:

I respectfully dissent from the vote denying the project and approving the written decision as amended this evening for the reasons set forth below.

The decision of the majority tacitly fails to recognize the material and beneficial amendments to the project proposed by the applicant in a letter to the Commission dated July 8, 1991. The decision instead denies the initial proposal for a 92 space parking lot. However, it is my belief that the applicant has significantly modified his proposal to address the concerns expressed by the Commissioners. The concerns related to the following issues:

- i. number of spaces in the lot as initially proposed,
- ii. the attendant traffic impacts,
- iii. the appropriateness of the location for a permanent parking facility of this size,
- iv. control of the seasonal mix of cars and boats as well as the mix of the number of spaces allocated for parking for short term periods (half day to one day) versus long term periods (one day or longer),
- v. the historic character of one of the structures,
- vi. the potential impact of the leakage of petroleum products from the cars being stored on the site,
- vii. the visual impact of the facility,
- viii. the use as proposed as not being consistent with the master plan objective of encouraging marine-related uses in the area.

It is my belief that the applicant took significant steps to address each of these concerns. In meetings and in the letter dated July 8, 1991, the applicant, in my opinion, made significant headway in addressing these concerns and in providing significant additional information which emphasized certain benefits which had not yet been recognized by the Commissioners.

Some time after the public hearing had been closed and after the applicant's request for an extension had been accepted, Mr. Montesi, as agent for the applicant, appeared before the Land Use Planning Committee and brought information to the attention of the Commissioners which had not yet then been clearly set forth. Mr. Montesi noted that the Marine Commercial District within which the subject property is situated, has many businesses which are in need of additional parking, particularly for employees. Moreover, Mr. Montesi, the operator of a nearby marina, noted the beneficial economic effects that additional boat storage would have. He cited provisions of the Tisbury Zoning By-Law which specifically permitted off-site parking for businesses within the Marine Commercial District, but only within a tenth of a mile of the business. He argued persuasively that the by-law itself thus

envisioned a parking facility such as that offered by the applicant. Moreover, there is a clear need for additional parking in downtown Vineyard Haven which has been cited by Town of Tisbury boards repeatedly over the past several years.

It is my belief that the applicant's project as amended addressed the valid concerns of the Commissioners to such an extent that the benefits of the amended project clearly outweighed the detriments so long as a select few conditions were imposed. These conditions would have included requiring the applicant to submit a satisfactory revised site plan to the MVC, a seasonal limitation of the number of parking spaces and a satisfactory mechanism for controlling the number of transient vehicles entering and exiting the facility throughout the day in order to mitigate the impact on the Five Corners intersection, a requirement that the site be used primarily for boat storage during the off-season, a mechanism for periodic review of the traffic impact of the facility with an adjustment up or down in the absolute number of spaces and in the mix of the number of spaces for short versus long-term parking, and finally a mechanism requiring periodic review and replacement of contaminated soils on the lot.

It appears the majority was not satisfied with the applicant's amended proposal. Several Commissioners expressed frustration that the applicant in his amended proposal did not come quite so far as to include the conditions I proposed above. It is apparent that the majority did not feel that the project, even as amended, provided significant benefits as to warrant the approval with the conditions I set forth above. This is the point of my divergence from the majority.

The written decision recites certain findings of fact with which I strongly disagree. Moreover, the decision states that the project was referred to the Commission pursuant to the rule which requires previous DRI's to remain DRI's. I believe that this rule is inequitable and unlawful, failing to meet the objective criteria requirement elucidated in the Morey v. The Martha's Vineyard Commission case.

The decision states that the proposal would likely reduce the amount of land available for marine uses. However, the proposal calls for demolishing several useless structures and opening up an expanse of land heretofore not available for any use. It is my position that the provision of additional boat storage in the off-season and parking primarily for other businesses which are marine-related, and for Steamship Authority trips clearly provides additional land for marine use.

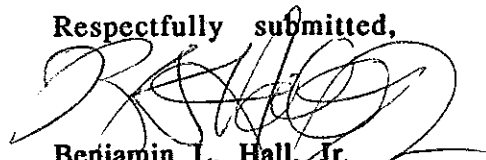
The decision states that the proposal would create a significant threat to the waters of Vineyard Haven harbor due to potential petroleum contamination, stating further that the applicant had offered no mitigating measures. The applicant did offer a mitigating measure in the July 8th letter. The measure proposed would have required removing contaminated soils to an approved site every ten years. I believe that a condition requiring a more frequent review would have satisfactorily addressed this concern given particularly that a gasoline station is situated directly across the street from the proposal, another one within a half a mile of the proposal, and the largest storage facility of petroleum products on the island on the opposite side of the harbor, to wit, the Packer Tank Farm.

Page 3 of 3
Dissent: Boch DRI Beach Rd. VH
July 25, 1991

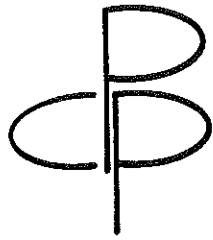
The decision states that traffic congestion would increase to an unacceptable level. However, the applicant in earlier proposals and in conjunction with the Commission Traffic Planner, redesigned the parking layout to provide a stacking lane to mitigate the traffic impact. Moreover, conditions as suggested above to limit short-term parking certainly would have alleviated Commissioner concerns to a large extent. Parking in the area is clearly needed. I believe that a reduced lot with limited short-term parking and an adequate stacking lane could achieve this objective with minimal impact.

For the reasons set forth above, I respectfully dissent from the vote and from the decision as written denying the project as originally proposed. I believe that the Commission should have voted on a decision which took heed of the proposal as amended.

Respectfully submitted,



Benjamin L. Hall, Jr.
M.V. Commission



Carol Borer, Planning Consultant
P.O. Box 788
Vineyard Haven, MA 02568
508-693-5769
508-693-3062 (Fax)

July 29, 1991

Charles Clifford, Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, Ma.

Dear Chuck,

I respectfully request a copy of the audio cassette tapes for the following Commission meetings, particularly pertaining to the Ernest Boch DRI application:

Public Hearing: April 18, 1991

Land Use Planning Committee: July 15, 1991, July 22, 1991

Commission Meeting: July 25, 1991

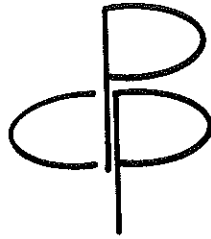
Please contact me as soon as the above tapes are available. I appreciate your attention to this matter.

Sincerely,

Carol Borer

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

JUL 29 1991



Carol Borer, Planning Consultant
P.O. Box 788
Vineyard Haven, MA 02568
508-693-5769
508-693-3062 (Fax)

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

AUG 5 1991

August 2, 1991

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

RE: Ernest Boch DRI Application and Decision

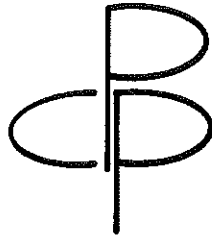
Dear Commissioners,

The Martha's Vineyard Commission rendered a decision on the Ernest Boch DRI application on July 25, 1991. This letter is in response to the manner in which that decision was derived and the decision's content. Additionally, this is a written request, on behalf of Mr. Boch, that the Commission reconsider its decision regarding the above matter.

Firstly, there are procedural matters that include statutory time frames and decision filing with the Town Clerk, which were not carried out in a manner prescribed by MVC laws and regulations. Specifically, non-compliance with parliamentary procedures warrant the Commission's reconsideration of its vote.

Secondly, clarification is required in that the proposed development is located in the Town of Tisbury's Commercial District pursuant to the Town's Zoning Bylaw. The Commissioner's may have been misled to believe that a Marine Commercial Zone exists in Town, when in fact such a zone does not exist.

Lastly, and most importantly, there appears to be a great deal of confusion over which "Plan" the Commissioner's were voting on, which warrants essential reconsideration by the Commission to clarify this point. On June 7, 1991, as per letter to Richard Barbini from Charles Clifford, the Land Use Planning Committee sought a list of additional information and a time extension from the applicant. On June 10, 1991, a decision deadline extension was granted by the applicant to June 27, 1991. On June 20, 1991, a second decision deadline extension was granted by the applicant to July 26, 1991 to allow the applicant, Land Use Planning Committee and Commission further time to review the additional information originally requested by the Land Use Planning Committee on June 7, 1991. On July 8, 1991, the applicant responded to the Committee and Commission's concerns with a revised proposal. This revision was very specific in outlining every concern that arose during Committee and Commission meetings by addressing a 50% scaled down proposal, initial plantings, mitigation measures such as soil removal and replacement and a traffic study, and reconsideration of the project by the Commission at a later date. The July 8 letter further stated that if the Commission required any further details, contact with Schofield Brothers was to be made. With no advance notice of a request for additional details, the applicant assumed that



Carol Borer, Planning Consultant
P.O. Box 788
Vineyard Haven, MA 02568
508-693-5769
508-693-3062 (Fax)

Page 2

the time period from July 8 through July 26 was adequate for the Commission to render its decision and that the Commission was satisfied that no additional details were needed.

For the Commission to further assume, according to its written decision of July 25, 1991, that the original proposal of April 18, 1991 was what the Commission voted on, rather than the revised proposal, could be construed to be rather arbitrary and certainly unjust to the applicant and the Town. A reconsideration of the Commission's vote is certainly in order to clarify this matter.

On behalf of my client, Ernest Boch, and based on the preceding information, I respectfully request that the Commission reconsider its vote of July 25, 1991 as soon as possible and in any event, before the date for claiming an appeal has run.

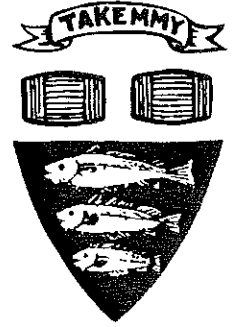
Sincerely,

Carol Borer

cc: Ernest Boch
Richard Barbini
Town of Tisbury, Town Clerk
Town of Tisbury, Planning Board

PLANNING BOARD

TOWN OF TISBURY
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MASSACHUSETTS 02568
(508) 693-2447



14 August 1991

Carol Borer, Planning Consultant
P.O. Box 788
Vineyard Haven, MA 02568

RE: Letter to the Martha's Vineyard Commission regarding the Ernest J. Boch
DRI Application and Decision, dated 2 August 1991

Dear Mrs. Borer:

The Tisbury Planning Board would like to inform you that the Town of Tisbury has a Marine Commercial District as described by the attached Zoning By-Law 06.04.01.

Should you have any questions regarding this particular By-Law, we ask that you call us at your earliest convenience.

Sincerely,

Kenneth A. Barwick
Chairman

pvh/KAB

cc: The Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

AUG 16 1991

06.04 Uses Requiring Special Permit from the Planning Board:

- .01 Any new use, or the expansion of an existing use, in the area between Water Street, and a line extended from Water Street to the northern boundary of the Commercial Districts, and Beach Road and Vineyard Haven Harbor. The Planning Board may grant a Special Permit provided that it finds that the proposed use is in conformity with the intent and purposes of the Zoning By-law and specifically:
- the use is an appropriate commercial use requiring siting in the Commercial District and on the harbor front;
 - the resulting land and waterway traffic can safely be accommodated;
 - there is adequate provision for meeting traffic, wastewater disposal and flood hazard impacts and requirements;
 - there is adequate provision for preventing pollution of the harbor water;
 - that safety, health and general welfare will not be jeopardized;
 - that the use does not conflict with any pertinent and accepted Master Plan or Policy.

If the proposed use is not one requiring commercial harbor front siting, but otherwise meets pertinent considerations, the Planning Board may issue a Special Permit conditional as to validity period and/or prohibiting structural arrangements which would tend to preclude future uses requiring commercial harbor frontage.

SCHOFIELD BROTHERS
 of
 MARTHA'S VINEYARD
 CIVIL ENGINEERS PLANS AND SPECIFICATIONS

57 State Road, P.O. Box 104 055
 Vineyard Haven, MA 02548-0104
 Telephone 508-552-0104
 Fax 508-552-0104

BROTHERS LIST FOR FRENCH SOON OBTAIN APPLICATION

ISSUE NO. #	NAME AND ADDRESS
9-C-122	ERIC R. ANDERSON, HARRY CLIFFORD, JR. JR. 705 BROCKTON AVE ABBINGTON, MA 02831
9-C-4	DONALD L. & ROSMARIE C. DRISCOLL BOX 1111 VINEYARD HAVEN, MA. 02548

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION
 MAR 25 1981

Box 788
Vineyard Haven, MA 02568

RETURN RECEIPT
REQUESTED

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION
AUG 5 1991

Fold at line over top of envelope to the
right of the return address.

CERTIFIED

P 702 148 596

MAIL

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

1st Notice 8-9
2nd Notice 8-18
Return _____

TISBURY CONSERVATION COMMISSION
VINEYARD HAVEN, MASS. 02568

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

MAR 2 / 1991

Charles Clifford
Executive Director
Martha's Vineyard Commission
Box 1447
Oak Bluffs, MA 02557



The stamp
value of \$2.05
is equivalent to
the first class postage
rate



Fold at line over top of envelope to the right
of the return address.

CERTIFIED

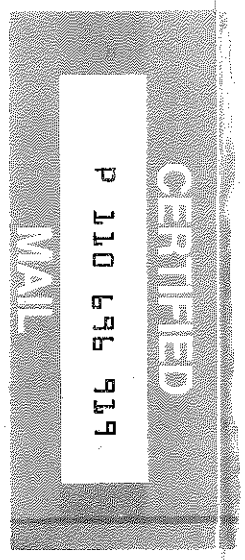
P 239 723 15b

MAIL

1st Notice 3-27
2nd Notice 4-11
Return

PLANNING BOARD

TOWN OF TISBURY
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MASSACHUSETTS 02568



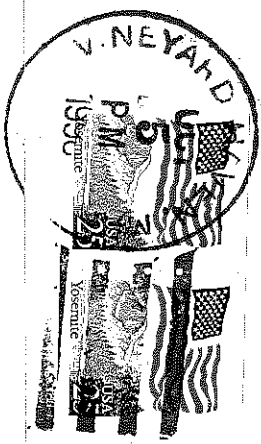
Charles Clifford
Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557-1447

RETURN RECEIPT
REQUESTED

RECEIVED

MARTHA'S VINEYARD
COMMUNICATIONS

OCT 9 1990



Tel Notice 10-6
Exec Notice 10-21
Return 10-21

TISBURY PLANNING BOARD
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MA 02568

P 110 696 930

RECEIVED BY
MARTHA'S VINEYARD
COMMISSION

AUG 30 1990

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

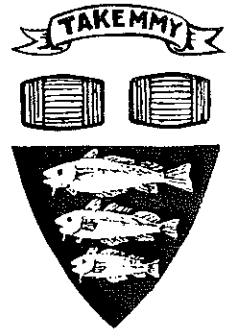
RETURN RECEIPT
REQUESTED

For Notice
and Notice
Return 831
9-15

HISTORY/PROPOSAL

PLANNING BOARD

TOWN OF TISBURY
P.O. BOX 602
TOWN HALL ANNEX
VINEYARD HAVEN, MASSACHUSETTS 02568
(617) 693-2447



D E C I S I O N
=====

DENIAL

DATE: 02 December 1987

APPLICANT: Ernest J. Boch

LOCUS: Lots 09C03.00 & 09C03.10 - Beach Road - Commercial District ("C") - Marine Commercial Zone

PLAN: "Parking Plan for Tisbury Assessor's Parcel 9C3 prepared for Ernest J. Boch, E6, Date Oct. 16, 1987, Scale: 1" = 20', Dean R. Swift, Reg'd. Land Surveyor, Vineyard Haven, Mass., Revisions 11/18/87 - reduce parking area"

Reference Plans:

- 01) "Topographic Plan of Tisbury Assessor's Parcel 9C3 prepared for Ernest J. Boch, E5, Date Oct. 16, 1987, Scale 1" = 20', Dean R. Swift Reg'd. Land Surveyor, Vineyard Haven, Mass."
- 02) "Amended Site Plan for Tisbury Assessor's Parcel 9C3 prepared for Ernest J. Boch, E6, Oct. 16, 1987, Scale: 1" = 20', Dean R. Swift Reg'd. Land Surveyor, Vineyard Haven, Mass., Revisions: 11/18/87 - reduce parking area"
- 03) "'Coastal Elevation and Data Plan' prepared for Ernest J. Boch, August 18, 1987, Scale as noted, Dean R. Swift Reg'd. Land Surveyor, Vineyard Haven, Mass., Assessor Parcel 9C3, Revisions 1. 8/31/87 Note 3 added, water line added; 2. 11/17/87 individual parking spaces removed, coastal dune and beach line added"

Planning Board Acceptance:

Initial: 09/09/87
Revisions: 11/18/87

AGENT: Michael J. Sweeney (Dean R. Swift - Surveyor)

ATTORNEY: Harold E. Magnuson, Esquire (Martin, Magnuson, McCarthy & Kenney - Boston)

APPLICATION: For a Special Permit to establish and operate a commercial vehicular parking lot.

NOTICE & HEARING: After statutory notices, requested extensions and continuations a public hearing was held in due form on 18 November 1987.

PROPOSAL: The applicant proposes to establish and operate a commercial vehicular parking lot within the property lines, a shore set back line, and a set back line from the State Highway (Beach Road). Existing buildings are to remain in place and no proposal was made for their use except for the month-to-month lease of one building by a tenant engaged in marine machinery repair. Border landscaping (non-specific) is proposed as shown on the plan.

The plan originally proposed 29 vehicular parking spaces, later amended to 26 spaces (by removing the three spaces nearest to the State Highway).

The shore side set back line carries the notation "Edge of Coastal Dune as agreed upon by the Tisbury Conservation Commission".

REQUIREMENT: Tisbury Zoning By-law section 06.04.01 requires a Special Permit for "Any new use, or the expansion of an existing use,...(in the marine commercial zone, therein defined, within which the property is located).

AUTHORITY: The Special Permit granting authority is the Tisbury Planning Board as set forth in Zoning By-law section 06.04 and elsewhere in said By-law and in conformity with processes and procedures in Chapter 40A, MGL.

SCOPE & ADDRESS:

- 01) As set forth in Zoning By-law section 06.04.01 (site specific requirements).
- 02) As set forth in Zoning By-law sections 02. (definitions), 06. (Commercial District), 07. (General Regulations), 09.05 (Flood/Storm District), and 10. (Administration).

BACKGROUND:

- 01) The principal use of the property for the last ten + years has been as a hardware store site. Except for the marine machinery repair tenant (described under Proposal), the property was without directed uses at the time of application - the hardware store use having been discontinued earlier this year.
- 02) Property Area: 31,650 square feet
A breakdown of proposed uses by area is provided in a plan table.
- 03) Frontage: State Highway - 149.87 feet
Shore (Harbor) - 45 feet
- 04) Existing Structures (4): 7,764 square feet

FINDINGS:

- 01) The 26 parking spaces are arranged into 8 groups as follows:

Space No's.	Arrangement
=====	=====
01	Street side - parallel
02 & 03	Street side - parallel/stacked
04 & 05	S/E side - parallel/stacked
06 - 11	S/E side - perpendicular
12 - 14	N/W side - perpendicular
15 - 17	Center - perpendicular
18.- 20	Center - parallel/column
21 - 26	N/W
	21 & 26 - angled/converg'g
	22 - 25 - perpendicular

- 02) Parking space (slot) dimensions (typical):
Slot numbers 1 - 3
Width - 09 feet
Depth - 18 feet
Slot numbers 4 - 26
Width - 10 feet
Depth - 20 feet
- 03) Minimum interval of back-to-back slots:
20 feet (no. 6 to no. 17)
- 04) Access:
S/E corner, narrowest width - 14 feet,
no entryway radius, curb cut width 16
feet. Slots numbers 2 - 5 exit by
backing into the accessway.

- 05) Egress:
50 +/- feet S/E of N/W bound at street line (to egress center line), narrowest width - 14 feet, no entryway radius, curb cut 40 feet in offset. Slot numbers 1 & 26 exit by backing into the egressway (slots 21 - 25 can avoid this by a backing entry to the slots).
- 06) Dead End:
Slot numbers 6 - 17 are sited along a dead end passage; entry and exit is constricted.
- 07) Shoreline Proximity:
Street property line to shore - 270 feet
Set back line to shore - 90 feet.
- 08) Topographic:
Subsurface tidal interface.
Elevations above mean sea level in inshore of set back line - 4 to 5 feet, mostly 4 +/- feet. Soil is typically loose coarse sand.
- 09) Structures:
- a) Main structure; parallel to and set back from the street line 22 feet. Structure carries notation "Attendant's Office".
 - b) Two story structure; parallel to and set back from street line 10 feet.
 - c) Skewed "The" building, north center of lot.
 - d) 12 foot by 26 foot building located near center of lot.

construction

All buildings are wood frame

without basements or solid masonry foundations. None meet current Building Code or Flood/Storm regulations.

Buildings not to altered or removed.

No vehicles to be parked inside buildings.

10) Wastewater Generation:

Each of the two buildings fronting on the street have a single toilet/lavatory set; the remaining two buildings have no wastewater generating devices. The subsurface wastewater disposal works is unknown. No new wastewater generation.

11) Lighting:

Two lighting points are proposed; one is located near parking slot number 20 and other is near parking slot number 17. A description of lighting devices (heights, number and type of units, direction of beams and intensities) was not available. Plan notation described the lights only as "proposed 500 watt light".

12) Landscaping:

Landscaping areas were depicted along three sides of the parking area (the N/W side partial) to widths of 5 feet and bermed on the lot interior side with " 4 inch Landscape Timber (non-leaching)". Plan section "A-A" depicts a typical 5 foot wide planting strip buffer; thereon is shown what is taken to be (not labelled) a tree trunk with the notation " 2 inch diameter minimum". Along the center line of the " 5 foot planting strip buffer" the plan shows 18 'tree' representations. A specific planting plan was not available and no identification was made of species.

13) Surfacing:

As presented, no surfacing or drainage system is proposed. Parking surfaces to be grass or existing gravel.

14) Construction:

In addition to the timber planting berms and lighting standards, the only construction proposed is described by the plan notation "Limited filling (by hand) with clean fill to raise small depressions and maintain the parking area. No major grading (by machine) to be done."

- 15) Traffic Impacts:
Mr. Sweeney (applicant's agent) stated that traffic impact would be no greater than that generated by the former hardware store.

DISCUSSION:

- 01) The site is less than 140 feet from "Five Corners", a severely congested intersection handling traffic to and from the ferry terminal, inter-town traffic, Post Office traffic, Business District traffic, Commercial District traffic and marine commercial waterfront traffic. "Five Corners" is the most congested and hazardous intersection on the Island of Martha's Vineyard.

The very narrow accessway and egressway will cause backups onto Beach Road, inhibit an orderly flow of traffic and significantly increase safety risks. The overall congestion in the "Five Corners" area would be adversely affected.

- 02) The site is of extremely low elevation; more than 90% of the area is less than 5 feet above mean sea level. The property, comprised of loose sandy soil, lies over a subsurface tidal interface; pollutants will reach harbor waters quickly. Without paving and a drainage system incorporating sump traps, the likelihood of harbor pollution is very high.

- 03) The Flood/Storm risk is particularly high. The area is subject to storm flooding and the waterfront hazards of storm driven waves and debris. The proposed parking arrangement in conjunction with the constrictions resulting from the siting of existing structures worsen the hazards and risks.

- 04) The Zoning area overlay (re: Zoning By-law section 06.04) has as its purpose the reservation of property for marine commercial uses requiring waterfront siting. The Zoning By-law includes the following criteria for Special Permit consideration:

"-the use is an appropriate commercial use requiring siting in the Commercial District and on the harbor front;

- the resulting land and waterway traffic can safely be accommodated;
- there is adequate provision for meeting traffic, wastewater disposal and flood hazard impacts and requirements;
- there is adequate provision for preventing pollution of the harbor water;
- that safety, health and general welfare will not be jeopardized;
- that the use does not conflict with any pertinent and accepted Master Plan or Policy."

The proposal is not a marine commercial use requiring waterfront siting. There was no examination into traffic impacts; several earlier traffic studies show that the area has a severe traffic congestion problems. The Planning Board finds that the proposals' traffic impact would heighten the existent traffic problems, would have impacts greater than those generated by the prior hardware store use, and would create new hazards and risks to the safety of persons and property. No provision was made in the proposal to prevent, or even mitigate, the pollution threat arising from motor vehicle lubricants and fuels.

- 05) The Board also considered the question of whether or not the proposed off-street parking would, as additional parking for the "Commercial District" and "Business District - 1", be of such utility as to significantly satisfy a part of such parking demand as currently exceeds available space in these districts. The Board did not find the proposal to have a measurably advantageous affect.

06) The Tisbury Zoning By-law states, in section 10.03.01, "...Special Permits...are not granted as a matter of right; they are privileges which may be granted as appropriate in specific circumstances...(and) ...It shall be incumbent upon the applicants to demonstrate the appropriateness of their petitions..." In section 10.04.03 of said By-law it states "The Zoning By-laws of the Town of Tisbury are to be interpreted restrictive and not permissive...(and)... Where provision is made for consideration of exceptions, the applicant has the burden of demonstrating exceptional arrangements and/or conditions sufficient in quantity and quality to merit the granting of an exception. Exceptions are classed as either Special Permits or Variances;..."

The Board finds that the application does not satisfy the essentials for granting a Special Permit. The traffic impacts, pollution threat, poor internal layout and hazardous accessway and egressway are major deficiencies.

DETERMINATION: The Planning Board finds that the application lacks sufficient merit to qualify for a Special Permit; and, further finds that it encompasses substantial negative attributes that involve unnecessary hazards and risks.

DECISION: The application is denied. (m/s/c)

CONDITIONS &
RESTRICTIONS: None - the decision being a denial.

Note: Any other form of decision would require conditions & restrictions in order to include the regulatory specifics of such topical matters as design, accessing, landscaping, paving, drainage and pollution control.

VALIDITY: This decision is severable as to its parts. Should a court of appropriate jurisdiction invalidate a part, or parts, the rest and remainder shall continue in full force and effect.

ATTACHMENTS: None.

APPROVAL: Approval of decision - see following page.

CERTIFICATION OF

DECISION APPROVAL: (1) For, and by the direction of, the Tisbury Planning Board (4/0/1):

Walter H. Renear
Walter H. Renear, Chairman

12/2/87
DATE

TOWN CLERK
RECORDING:

(2)

TOWN OF TISBURY
OFFICE OF THE TOWN CLERK

RECEIVED AND ENTERED WITH
THE DEEDS OFFICE TOWN OF TISBURY
TOWN CLERK December 3, 1987
AT 9 O'CLOCK, AND 11 MINUTES
A. M. FILE NUMBER _____

ATTEST:

Marion A. McClure
M.A. Admin. Aide

TOWN CLERK
CERTIFICATION:

(3)

DATE: Jan 14, 1988

I, Marion A. McClure Clerk of the Town of Tisbury, hereby certify that the notice of approval of this decision by the Planning Board has been received and recorded at this office and no notice of appeal was received during the twenty days next after such receipt and recording of said notice.

Marion A. McClure
Town Clerk

ENDORSEMENT
OF APPROVAL:

(4)

Planning Board approval is hereby endorsed for recording with the Dukes County Registry of Deeds:

DATE: _____

NO. : _____

REGISTRY
OF DEEDS:

(5)

E. Boek

- I. This property is 140 ft from Five (5) Corners, one of the two worst intersections in Tisbury, on the Mass State Highway which has been considered in Road Corridor as a possible D.C.P.C. By the very nature of its location it requires a traffic study either by an Engineer or M.V.C. Staff. - Left Turns Right turns etc.
- II The project should file a M.E.P.P. notice as it impacts the State Highway and will change the curb cuts.
- III Since the project is over 6000 sq. ft. (approx. 14,742) it will have an impact on the harbor and the State Road Corridor and will require some form of vegetation addition, cover, screen, or buffer.
- IV Pollution in the harbor by run-off from the parking will require addressing by the applicant. Road run-off has been found to be the most harmful to marine bodies.
- V The septic systems currently on the lot will have to have review by the Tisbury Health Department. At this time all systems in the area of the harbor must meet the strictest requirements.

VI The statements of not knowing the number and/or size of the parking is not adequate for the project. The statement of "outside sales" does not give enough information.

VII Treibway Lining By Laws - 07-07.02 requires a Planting strip buffer of five (5) foot wide - needed plans of proposed layout and strip planting

Landscaping will be provided along the buffer area by scattered area plantings. Planters would also be used by the entrances to the building and along its foot print.

The following list of plant species were chosen for their ability to survive the marine influenced environment of the area, winter hardiness, ease of maintenance, and they are also native to the Island.

- 1) Beach Plum (Prunus maritima)
- 2) Bayberry (Myrica pensylvania)
- 3) Salt spray (Rosa rugosa)
- 4) Bearberry (Arctostaphylos uva-uris)
- 5) Beach Grass (Ammophilia breviligulata)

The above list describes the permanent plantings that will be planted at the sight. The installation of planting buckets with the usual seasonal flowers will also be used. Wherever possible we will opt for the natural rather than the pre-determined landscaped appearance.

RECEIVED
SEP 26 1990

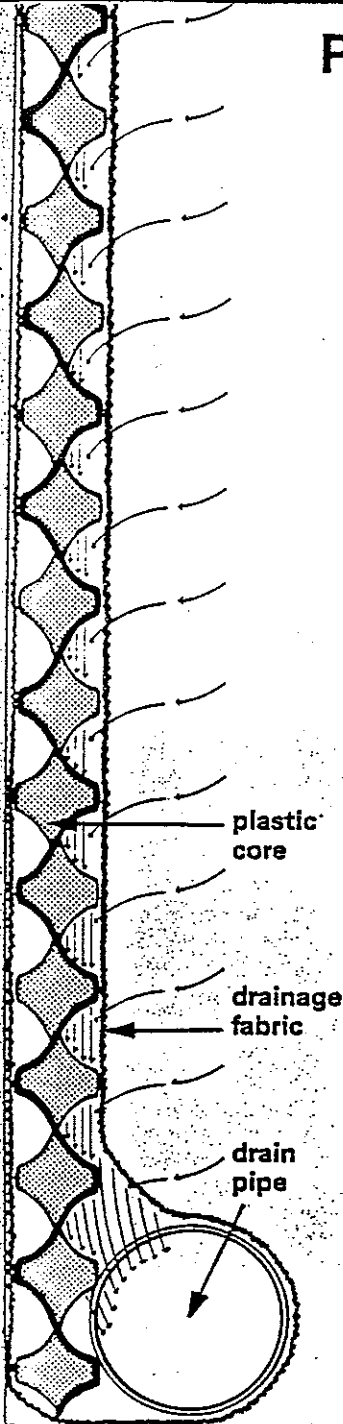
TISBURY PLANNING BOARD

ELJEN



02710/ELJ
BuyLine 4742

PREFABRICATED DRAINAGE SYSTEMS



Leadership In Composite Drain Technology

*The Company That Developed The First "No-Aggregate" Drain System.
Over 20 Years Experience in the Industry.*

A "No-Aggregate" System for Surface Water Run-Off To Replace Large-Size Concrete, Steel, or Plastic Pipe and Catchbasins

- Provides an Underground Holding Basin to Store Surface Water Run-Off Until Absorbed by the Ground and Side-Walls.
- For the large paved areas of:
 - Shopping Centers
 - Office Buildings
 - Apartment Developments
 - Parking Lots
 - Highways

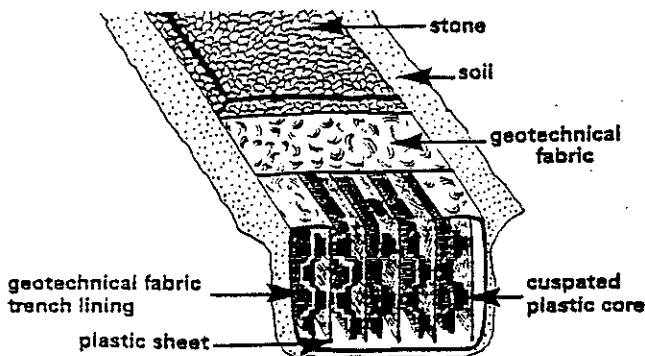
Product Description

A unit of the Eljen Reservoir System measures 3 feet long, 1.5 feet wide, and 1 foot high. The components of each unit are a series of cusped plastic sheets separated by non-cusped plastic sheets securely banded together, and weighing approximately 30 pounds. The voids of the cusped sheets, available for holding the surface water run-off, are about 90% of the space occupied by each unit.

This volume is approximately 15% greater than the volume provided by pipe with same outside dimensions, and 300% greater than an equivalent dry well containing stone.

Installation Procedures

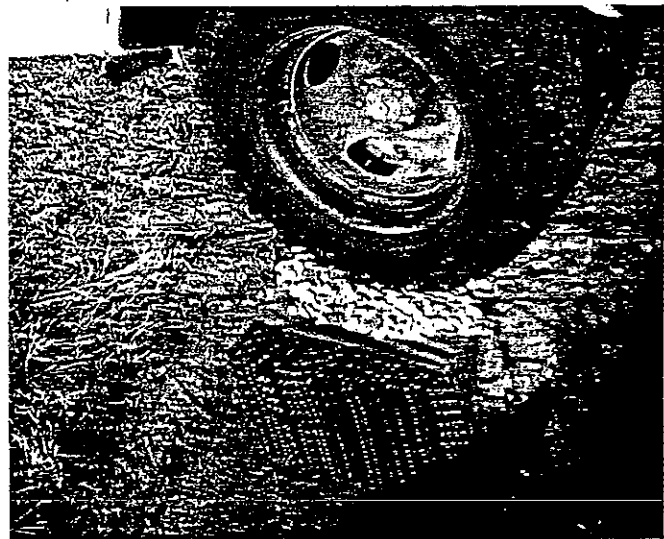
- A trench is prepared around the entire perimeter of the paved surface area. Trench configurations may be wide or narrow and shallow or deep depending on soil conditions and ground water level.
 - Surfaces on both sides of trench are sloped to create a drainage swale.
 - Line trench and surface bordering trench with geotechnical fabric.
 - Place Reservoir units into trench side by side and/or on top of each other and cover with the geotechnical fabric.
 - A two-inch layer of one-inch diameter stone to cover the fabric and fill in space between units and trench wall.
- Reservoir units may also be installed under paved surfaces and accessed by catchbasins. Design criteria will determine backfill requirements.



Eljen Reservoir (cross-section)

Benefits of the Eljen Reservoir System

- Lower cost
 - High cost, large-size concrete, steel or plastic pipe, and concrete catchbasins can be eliminated.
 - No need for special-purpose trucks for delivery of heavy material and special equipment for handling pipe and catchbasins.
 - Fewer persons needed for installation. It does not take as long to position and it is easier to handle than pipe.
- More effective
 - Entire reservoir system permits infiltration of surface water rather than the limited inflow of the surface water into catchbasins.
 - Little siltation occurs.
- Greater health and safety
 - No standing water to breed mosquitoes.
 - Soft shoulders by roadways are firmer and safer as surface water is absorbed.
 - Without catchbasins, illegal dumping of hazardous liquids may be reduced.



Other Uses of the Eljen Reservoir System

- Dry Wells
- Storm Water Run-off
- Flow Diffusers
- Groundwater Recharge

For additional information or to order, please contact:

ELJEN CORPORATION

15 WESTWOOD ROAD, STORRS, CT 06268

(203) 429-9486 • FAX (203) 487-1124 • 1-800-444-1359

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The information contained herein is believed to be accurate; however, neither ELJEN nor its selling agents can guarantee results of usage of its product nor assume any obligation or liability for the suitability of the material or information herein for the use contemplated.

Prefabricated Drainage Structure

Physical Properties

Description	Test Method
Core	
Composition	
HD Polyethylene	
HI Polystyrene	
PVC	
Compressive Strength	ASTM D-1621
4,300 psf to 15,120 psf	
Thickness	ASTM D-1777
.62-.75 in	
Flow Capacity	ASTM D-4716
15 gpm/ft width	
Geotechnical Fabric (non-woven)*	

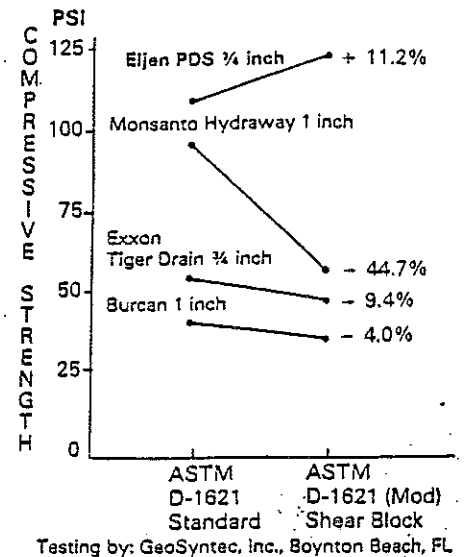
Description	Test Method
Weight (oz/yd ²)	4.0 ASTM D-3776
Tensile Strength (lbs)	115 ASTM D-1682
Elongation (%)	80 ASTM D-1682
Puncture (lbs.)	70 ASTM D-3789
A.O.S.	70 (.21mm) CW 02215
Permittivity (cm/sec)	.30 ASTM D-4491

*Eljen Corporation will use any geotechnical fabric specified by project engineer. Data above refers to a fabric used.

Eljen PDS Core Shown Superior Based on New International Testing Procedures

Applying a perpendicular force to the pegs or cuspatations of drainage system cores to determine compressive strength (ASTM D-1621), does not test what is actually occurring when soil is backfilled against a drainage system. Backfilling creates a stress at an angle to the perpendicular force against the product.

Research by Bernard Myles, internationally-known geotechnical products consultant, has led to development of a compressive strength test based on skew force. This test indicates that the Eljen PDS core gains compressive strength compared to its ASTM D-1621 rating, while other drainage product cores tested show declines in compressive strength, relative to their ASTM D-1621 ratings.



Questions & Answers Regarding The Eljen Prefabricated Drainage System

Why can the Eljen PDS protect against product failure and installation error that can occur with other drainage products?

Eljen PDS is completely wrapped in fabric which requires no overlapping of core and fabric, while other drainage products, which are not completely wrapped in fabric, require overlapping. If overlapping is not done properly, product may fail.

Why does the loose-covered fabric of the Eljen PDS not get pushed down into the channels of the cuspatated core during the backfilling of the soil and reduce the flow of the groundwater?

Because of the close spacing of the Eljen PDS cuspatations, the backfilled soil "arches" across these spaces so that little pressure is exerted on the fabric. Therefore, the fabric is not pressed into these channels to significantly reduce the flow of groundwater.

Why can material cost of Eljen PDS be lower than other drainage products even if the Eljen PDS square foot price

may be higher?

Overlapping that is required for other drainage products may cause a 25% waste of materials. This waste does not occur with Eljen PDS because there is no overlap. Unit cost comparison of Eljen PDS with other drainage products is not valid.

Why is the two-sided Eljen PDS core better than a one-sided core drainage product for waterproofing membranes?

The Eljen PDS has channels against the waterproofing membrane which is not the case for one-sided drainage products. Should subsurface water get between the one-sided core and the waterproofing membrane, the hydrostatic pressure buildup can lead to damage of the waterproofing membranes. This cannot occur with Eljen PDS because the channels against the waterproofing membrane will release any hydrostatic pressure buildup.

Why is the Eljen PDS lower in cost for trench installations than other drainage systems?

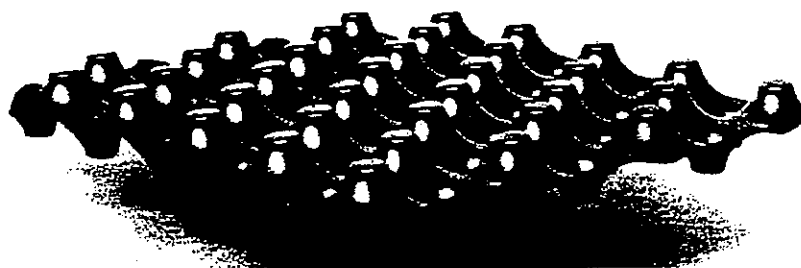
No other drainage system but the Eljen PDS can be assembled on the surface (because no overlapping is necessary) and lowered into the trench and secured against trench wall by its tie straps. No workers must go into the trench with the Eljen PDS, so that shoring of trench is unnecessary.

Why is it important that the tubing at the bottom of drainage products, which transports groundwater, be protected?

Only Eljen PDS provides for tubing to be inserted inside fabric to completely protect against soil intrusion that can occur with other drainage products.

Why is installation time shorter for wall/slopes when Eljen PDS is used, compared to other drainage products?

The Eljen PDS provides tie straps for quick and easy installation against foundation walls and slopes (see pictures on brochure cover). No other drainage products provide these tie straps, so that their installation takes longer and is more costly.



Eljen Prefabricated Drainage System Cuspatated Core

The Only Fully-Prefabricated Drainage System

MAXIMIZES DRAINAGE EFFECTIVENESS
MINIMIZES INSTALLATION PROBLEMS AND MATERIAL COSTS

- **Protects Against Product Failure**
 - Avoids installation errors that can occur with other drainage products.
- **Protects Against Product Liability**
 - Provides the "Best Management Practice" product.
- **Low Installation Cost**
 - Less time needed to cover a foundation/retaining wall, or position in trench compared to other drainage products.
- **Costs can be accurately determined in advance.**
 - Exact amount of material needed can be determined. This cannot be done with other drainage products because of their installation procedures.

Benefits of the Eljen Prefabricated Drainage System

- Large area of drainage surface penetrates impermeable soil layers to lower watertable.
- Reduces hydrostatic pressure and carries away subsurface water by its in-plane composite drain.
- Drains groundwater faster than the conventional aggregate drain.
- Can be installed faster than other no-aggregate drain products or fabric-wrapped gravel, thereby lowering installation costs.
- Can provide drainage for many applications because of its great compressive strength and its configuration.

Eljen Prefabricated Drain System

- Manufactured to Engineering Specifications
 - Plastic fin — PVC, HDPE, Polystyrene
 - Compressive strength — 4,300 psf to 15,120 psf (variable)
 - Fabric — Choice of Engineer
- Plastic fin cusped on 2-sides permits groundwater to flow on both sides of foundation wall reducing hydrostatic pressure or provides drainage on both sides of a trench installation.
- Plastic fin is flexible, for highway edge drain. Conforms to irregular trench wall, no erosion of subsoil.

Other Drain Products

- Produced to Manufacturer's proprietary materials
 - Plastic fin — standardized
 - Compressive strength — in many cases only one available
 - Fabric — manufacturer's own product
- Most are cusped on one side only. No flow capacity on other side, hydrostatic pressure buildup on foundation, no drainage capability on one side of a trench installation raising watertable.
- Plastic fin is not flexible — spaces behind material cause soil erosion under pavement, leads to pavement cracking.

Eljen Prefabricated Drainage System Solutions to Problems

- | | | |
|-------------------------------|-----------------------|----------------------|
| ■ Reduce Hydrostatic Pressure | ■ Water Table Control | ■ Soil Stabilization |
| Tunnels | Athletic fields | Sloughing slopes |
| Earth-sheltered homes | Parking lots | Embankments |
| Retaining walls | Protect leach fields | Highway edge drains |
| Foundations | Landscaping | ■ Minimize leakage |
| (Residential/Commercial) | (Lawn/Planters) | Deck drains |
| Under basement slabs | Golf courses | Roof gardens |

Standard Specifications

The drainage system shall consist of panels, each with a cusped plastic core having channels on both sides of that core, and completely enveloped (not bonded) by a geotechnical fabric that is folded around and sewn closed on at least two edges. Openings at the bottom of each vertical edge of the fabric permit the insertion of a perforated pipe. Install in accordance with manufacturer's instructions.

Installations

FEDERAL GOVERNMENT

Forest Service

California Idaho
Colorado Utah
Connecticut

Soil Conservation Service

Minnesota

Park Service

Colorado North Dakota
South Dakota Montana

Bureau of Land Management

California

U.S. Army

Alaska

STATE GOVERNMENT

Department of Transportation

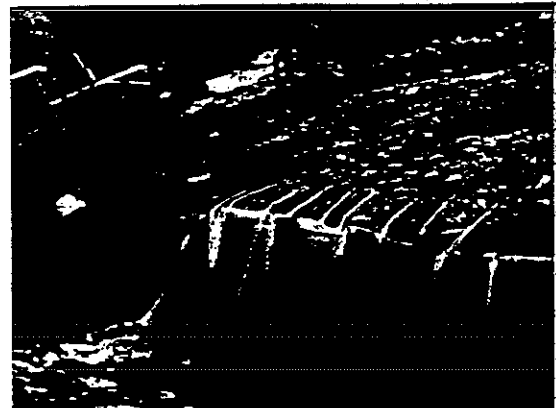
Connecticut
New York
Alaska
Montana
Idaho
Illinois Toll Road Authority
New Jersey Turnpike Authority

City Governments

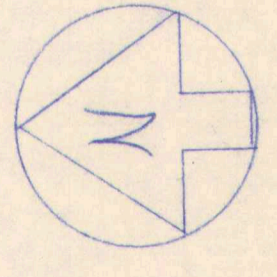
Bedford, New York
Danville, Kentucky

Residential and Commercial

Throughout United States



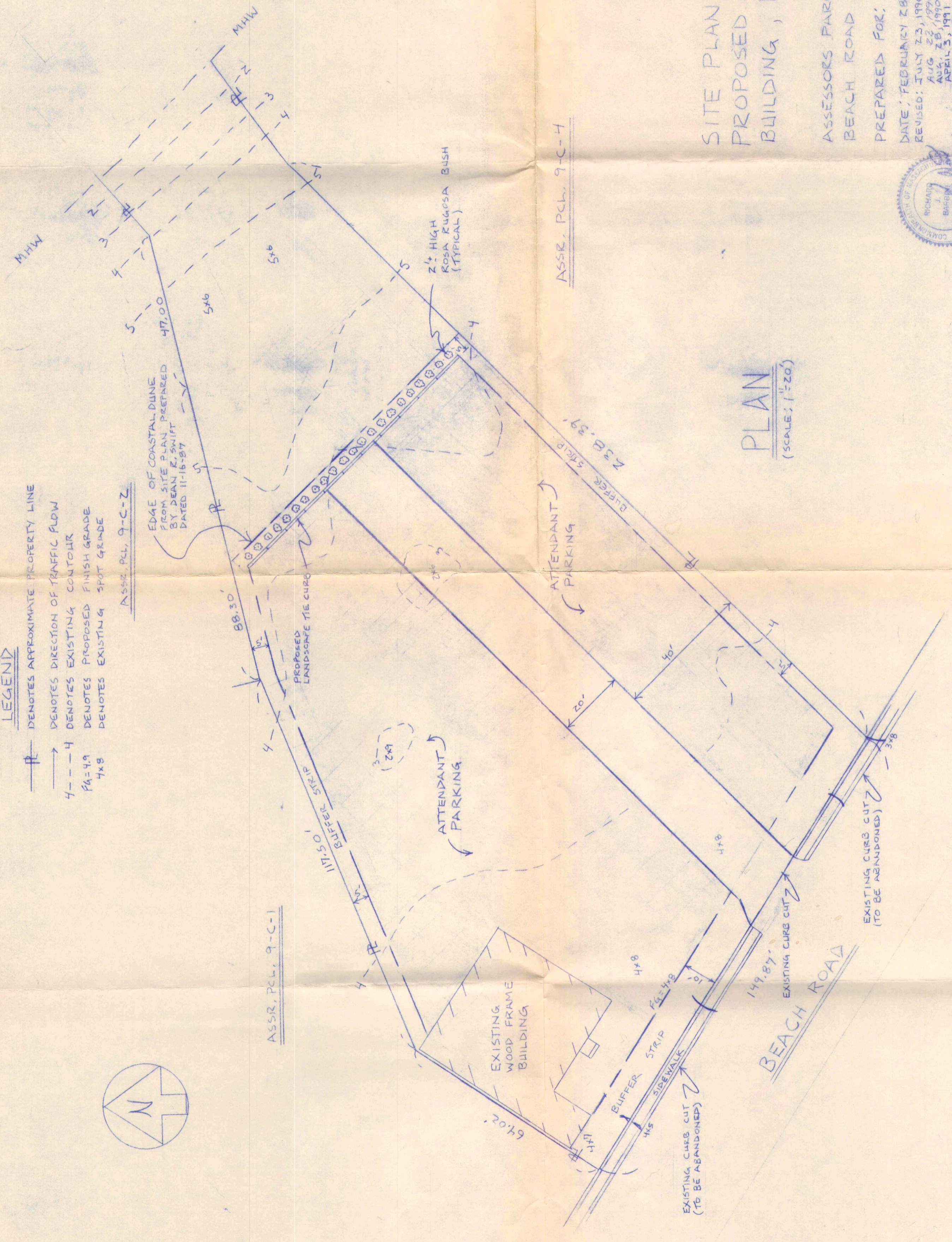
- LEGEND**
- |— DENOTES APPROXIMATE PROPERTY LINE
 - DENOTES DIRECTION OF TRAFFIC FLOW
 - - - - DENOTES EXISTING CONTOUR
 - 4 DENOTES PROPOSED FINISH GRADE
 - 7x4.9 DENOTES PROPOSED FINISH GRADE
 - 7x8 DENOTES EXISTING SPOT GRADE



ASSR. P.L. 9-C-1
EDGE OF CONSTANT DUNE FROM SITE PLAN PREPARED BY DEAN E. SWIFT DATED 11-16-87

ASSR. P.L. 9-C-1

ASSR. P.L. 9-C-4



PLAN
(SCALE: 1" = 20')

**SITE PLAN FOR A
PROPOSED COMMERCIAL
BUILDING, PARKING LOT**

ASSESSORS PARCEL 9-C-3
BEACH ROAD TISBURY, MASS.
PREPARED FOR: ERNEST J. BOCH
DATE: FEBRUARY 28, 1990 SCALE: AS NOTED
REVISED: JULY 23, 1990
 AUG 22, 1990
 AUG 28, 1990
 AUG 28, 1990
 AUG 28, 1990
SCHOFIELD BROTHERS OF MV
REGISTERED PROFESSIONAL ENGINEERS AND
LAND SURVEYORS
P.O. BOX 357, VINEYARD HAVEN, MA 02568



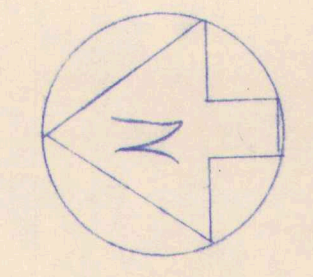
VINEYARD HAVEN
HARBOR

LEGEND

- |— DENOTES APPROXIMATE PROPERTY LINE
- DENOTES DIRECTION OF TRAFFIC FLOW
- - - - 4 DENOTES EXISTING CONTOUR
- PA=4A DENOTES PROPOSED FINISH GRADE
- 7x8 DENOTES EXISTING SPOT GRADE

ASSR, PCL, 9-C-2

EDGE OF COASTAL DUNE
FROM SITE PLAN PREPARED
BY DEAN R. SMITH
DATED 11/10/70



ASSR, PCL, 9-C-1

EXISTING
WOOD FRAME
BUILDING

BENCH MARK
NAIL TOP OF PK NAIL
E.L. = 4.41 (NGVD)

ATTENDANT PARKING

PLAN
(SCALE: 1/8"=20')

PARKING SCHEDULE
4 HANDICAP SPACES PROVIDED

**SITE PLAN FOR A
PROPOSED COMMERCIAL
BUILDING, PARKING LOT**

ASSESSORS PARCEL 9-C-3
BEACH ROAD, TISBURY, MASS.

PREPARED FOR: ERNEST J. BOCH

DATE: FEBRUARY 28, 1970 SCALE: AS NOTED

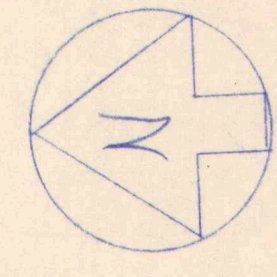
REVISED: JULY 23, 1970

AUG 28, 1970

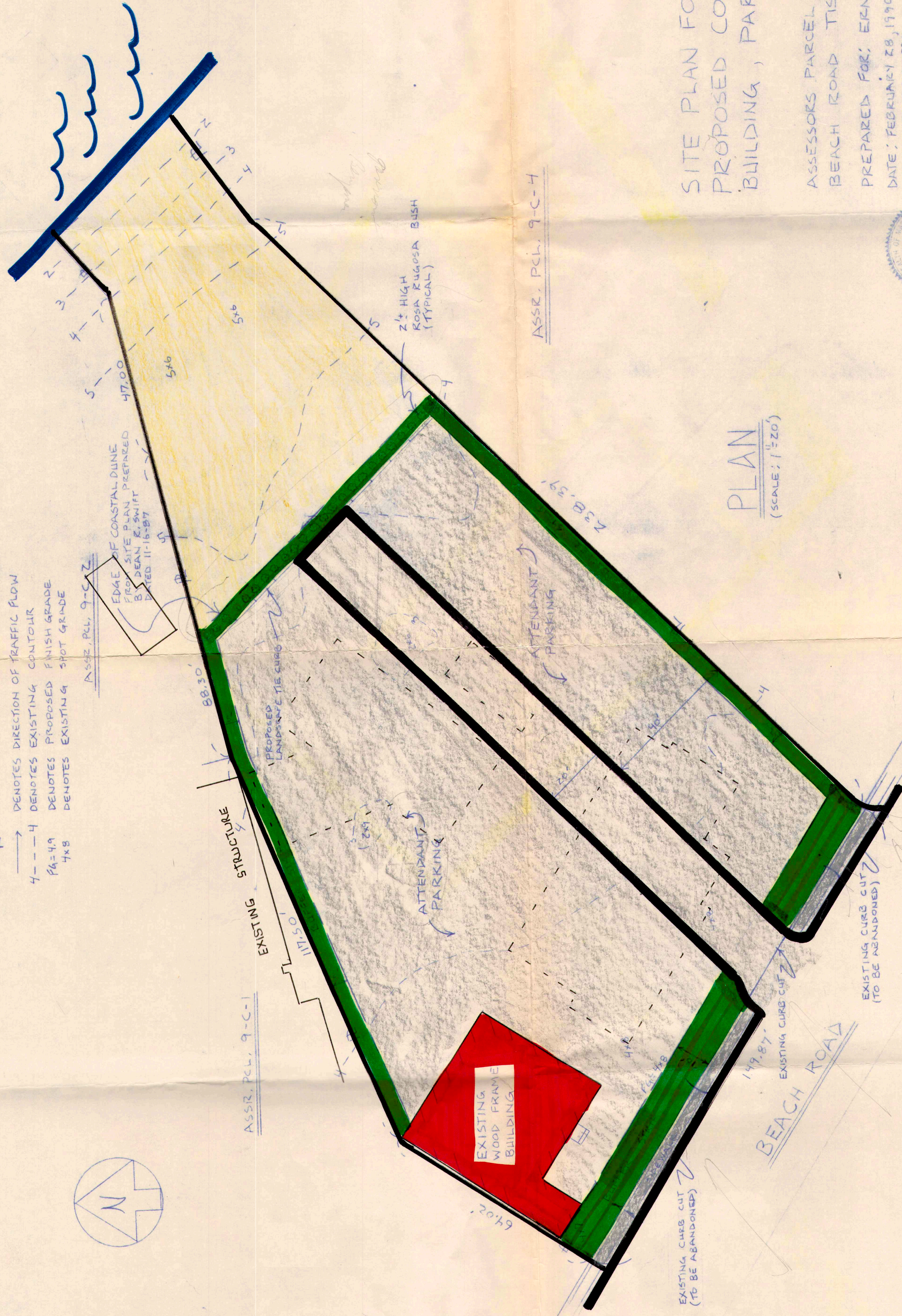


SPI
SCHOFIELD BROTHERS INC,
REGISTERED PROFESSIONAL ENGINEERS AND
LAND SURVEYORS
P.O. BOX 389, VINEYARD HAVEN, MA 02568

- LEGEND**
- |— DENOTES APPROXIMATE PROPERTY LINE
 - DENOTES DIRECTION OF TRAFFIC FLOW
 - 4- - - 4 DENOTES EXISTING CONTOUR
 - 4/4-4/4 DENOTES PROPOSED FINISH GRADE
 - 4x8 DENOTES EXISTING 4" SHOT GRADE



EDAE IF COASTAL DUNE
FROM SITE PLAN PREPARED
BY DEAN R. SMITH
DATED 11-1-87



ASSR. P.L. 9-C-1

ASSR. P.L. 9-C-4

PLAN
(SCALE: 1"=20')

**SITE PLAN FOR A
PROPOSED COMMERCIAL
BUILDING, PARKING LOT**

ASSESSORS PARCEL 9-C-3
BEACH ROAD TISBURY, MASS.
PREPARED FOR: ERNEST J. BOCH
DATE: FEBRUARY 28, 1990 SCALE: AS NOTED
REVISED: JULY 23, 1990
AUG. 28, 1990
ASST. 28, 1990
SP-1
SCHOFIELDS BROTHERS OF MV
REGISTERED PROFESSIONAL ENGINEERS AND
LAND SURVEYORS
P.O. BOX 357, VINEYARDS HAVEN, MA 02569

