

**COASTAL DISTRICT REGULATIONS
for the Town of Chilmark**

to be heard for conformance by MVC on June 15, 2017, 7:05 p.m.

PROPOSED AMENDMENTS to Article 11: Districts of Critical Planning Concern

The Chilmark Planning Board has proposed amendments to the Coastal District By-Law:

Article 11: Districts of Critical Planning Concern (Overlay Districts)

To amend Section 11.6.A.2 of the Chilmark Zoning By-laws by:

- (1) re-numbering the current subsection 11.6.A.2.b as 11.6.A.2.c;
- (2) re-numbering the current subsection 11.6.A.2.c as 11.6.A.2.d; and
- (3) adding the following text as subsection 11.6.A.2.b; and
- (4) amending subsection 11.6.A.2.d(4), as re-numbered and as shown below with the *italicized text*, as follows:

b. With respect only to those portions of the Chilmark Coastal District that are located within the Squibnocket Pond District (the boundaries of which are defined in Section 3.1.H of this bylaw), reconstruction and/or relocation of existing roadways, including the addition of elevated sections or causeways, provided that the Conservation Commission approves the proposed work within its jurisdiction under an order of conditions (following referral to and approval by the Martha's Vineyard Commission if required by St. 1977, c. 831, as amended, or the regulations promulgated thereunder). For roadways, including the addition of elevated sections or causeways, in connection with a project providing a public benefit as approved by a two thirds majority vote of a Special or Annual Town Meeting, the restriction set forth in Section 11.6.A.2.d.4 shall not be applicable and the Conservation Commission's review and the Martha's Vineyard Commission's review (if required) under this provision shall be the sole review required under Article 11 of the Zoning By-laws. This provision does not eliminate review of roadways, including those with the addition of elevated sections or causeways, not submitted to Town Meeting for approval as providing a public benefit.

4) Roads that do not exceed ten (10) feet, *but roads may have an additional area to accommodate pedestrian travel, provided that the entire width does not exceed fifteen (15) feet.*