

Conservation Commission
Minutes January 6, 2016 12:30 PM Town Hall
FINAL

Present for the Conservation Commission and attending the meeting were: Sandy Broyard, Chairman, Candy Shweder, Vice Chairman, Joan Malkin, Chris Murphy, Pam Goff, Russell Maloney, and Chuck Hodgkinson. Also attending was: Mark Haley, Jo-Ann Taylor, Alex Elvin, David Damroth, Meg Rehrauer, Daniel Padien, Jane Slater, Jim Malkin, Warren Doty, Thomas Bena, Tony Orphanos, Zachary Lee, Charlie Parker, Wendy Weldon, Edward Miller, Doug Liman and Jim Feiner. Bob Hungerford and Maureen Eisner were absent.

The meeting came to order at 12:30 PM. Ms. Broyard welcomed everyone and appointed Alternate Commissioner Russell Maloney as a voting member.

NOI SE 12 - 757; REID SILVA FOR TOWN OF CHILMARK; off Squibnocket Rd. and Squibnocket Farm Rd.; AP 35-1.30, 17.2, 17.3, 17.4, 20, 21, 22, 23: Ms. Broyard opened the public hearing at 12:31 PM. Mr. Silva summarized the three-year history of the Town's portion of this project. He added the entire project – including the homeowner's access plan just completed a comprehensive MEPA review among all relevant state and local permitting agencies. Two archaeological surveys have also been completed as required by the Massachusetts Historical Commission.

The plan today reflects the comments made in the MEPA process and is the engineering solution to the plan developed by the Town Committee for Squibnocket and unanimously approved by Town voters at the February 2, 2015 Special Town Meeting. The Town's plan calls for a managed retreat at Squibnocket Beach that is necessitated because of the natural erosion and the northward migration of the shoreline. Key elements include removing the existing man-made stone revetment and Town parking lot; relocating the parking lot farther north along Squibnocket Road and away from the shoreline; restoring the resource areas occupied by the current parking lot and revetment to their approximate natural state of a low dune with native re-vegetation and relocating the skiff launch ramp farther west for better public access to Squibnocket Pond.

Some of the key features are: the parking lot is designed for at least 45 spaces which includes 2 accessible spaces by the cul-de-sac. There is a wetland spring near the cul-de-sac location. Approximately 220 sq. ft. of wetland will be displaced for the skiff access and 970 sq. ft. of wetland for the new parking area. This will not be a permanent loss as there is a proposed location to replicate the wetland.

Overall, Mr. Silva said the plan is to restore a large area of resources that are currently occupied by various man-made structures. The areas will be restored and then the sand will be re-distributed naturally. No maintenance of the 3,000 cubic yards of beach-compatible sand nourishment is requested as they do not intend to create a new resource per se. The plan removes the structure and restores the areas with natural materials. The elevations will mimic the surrounding areas and the height of the dune restoration will be what the environment will support and settle into place. The nourishment will be enough such that there should be enough stability to establish beach grass. Approximately 14,200 sq. ft. of existing impervious material will be removed. The new parking area will have a gravel surface with a gravel storm water drainage trench and car stops. The turnaround cul-de-sac will be asphalt-paved to accommodate

Conservation Commission
Minutes January 6, 2016 12:30 PM Town Hall

buses and turning cars. The cul-de-sac will end approximately where the paved Squibnocket Road currently ends. This will meet ADA access specifications.

The skiff launch area will be brush cut. The organic material removed and replaced with gravel for a stable surface. Selectman Doty added this skiff launch is the Town's public access to Squibnocket Pond. It will also be used by the Division of Fisheries and the Town's shellfish department. Several questions were raised about the proposed location and need for better pond access. Mr. Malkin added the Town Committee on Squibnocket recommended and voters unanimously approved a plan for better access to Squibnocket Pond for skiffs, kayaks and canoes from the north or from the area to the west – pending the boundaries of the final land lease area.

The Commission reminded the audience that the Commission reviews what plans are before us and evaluates the proposed plan's impact on the resources. It does not re-design what is proposed. The Commission further requested that each applicant prepare an exit strategy that defines when a retreat or removal is needed and how the timing for such a plan shall be triggered that ensures ample space to execute the plan.

The Commission said it will need to continue this hearing to further consider the proposal and will provide a list of questions for written responses. A motion was made to continue the hearing to January 20, 2016 @ 12:30 PM to provide time to prepare the questions and receive the written reply. The motion was seconded and passed unanimously with six in favor.

NOI SE12 - ???; DANIEL PADIEN FOR SQUIBNOCKET FARM, INC.; off Squibnocket Rd. and Squibnocket Farm Rd.; AP 35-1.30, 17.3, 17.4, 21, 22, 23: While the DEP file number has not yet been received Ms. Broyard opened the public hearing at 1:28 PM. Mr. Padien summarized the previous Order that was issued to perform test borings and an archaeological survey. This plan reflects the results of the test borings. He further explained his clients would like to execute a managed retreat of the existing access road to the homeowner's residences. This too is caused by natural erosion and the northward migration of the shoreline.

The plan constructs a new access roadway originating at Squibnocket Road to the north and intersecting with Squibnocket Farm Road -- west of the current security gate. A combination of a filled road with turnouts will lead from Squibnocket Road and Squibnocket Farm Road and intersect with a raised causeway over the wetland resource areas. The raised causeway will be modeled after the current Menemsha drive-on dock. The existing buried utilities running underneath the current Town parking lot will be removed. The new utility lines will be buried under the new filled road sections and through conduit located underneath or within the pre-cast concrete deck of the raised causeway. All the affected resources were delineated in July and approved by the Commission.

Mr. Haley reviewed a PowerPoint presentation with projected and simulated sunlight and shadow amounts throughout the day. The resources would only receive about four hours of shade from the causeway during the day.

Mr. Padien outlined the following resource impacts: The coastal bank does not provide sediment but is a bank subject to coastal storm flowage. The entrance roads to and from the elevated

Conservation Commission
Minutes January 6, 2016 12:30 PM Town Hall

causeway will be made of fill with asphalt paving. This will avoid excavation and not disturb any potential archaeological resources. The deck of the elevated causeway will be pre-cast concrete. A steel grating was rejected because of road noise and rust. The piles will be driven from the ground with crane mats to minimize ground impact. There will be a temporary disturbance to approximately 2800 sq. ft. of wetland. The potential for Northern Harrier habitat will not be disturbed because the project is planned to start in mid-September.

As with the Town's plan the Commission asked for an exit strategy. Abutters Orphanos and Parker distributed a written presentation dated 1/6/16 calling for redesigning the plan by relocating the skiff launch to the east so it runs under the causeway and lowering the causeway deck. Their primary concern is the aesthetic impact of the proposals and view.

The Commission said it would like to consider the presentation and will forward several questions in writing seeking written responses before the next meeting. A subsequent motion was made to continue the hearing to January 20, 2016 @ 1:00 PM. The motion was seconded and unanimously approved with six in favor.

The next meeting will be Wednesday, January 20, 2016 @ 12:30 PM.

With no further business to discuss the meeting adjourned at 3:00 PM.

Respectfully submitted by Chuck Hodgkinson, C.A.S.