

PO BOX 1447, OAK BLUFFS, MASSACHUSETTS, 02557, 508-693-3453
FAX 508-693-7894 INFO@MVCOMMISSION.ORG WWW.MVCOMMISSION.ORG

**Minutes of the Commission Meeting
Held on February 7, 2013
In the Stone Building
33 New York Avenue, Oak Bluffs, MA**

IN ATTENDANCE

Commissioners: (P= Present; A= Appointed; E= Elected)

P Tripp Barnes (E-Tisbury)	P James Joyce (A-Edgartown)
P John Breckenridge (E-Oak Bluffs)	- W. Karl McLaurin (A-Governor)
P Christina Brown (E-Edgartown)	P Jim Miller (A-Aquinnah)
- Tim Carroll (A-Chilmark)	P Ned Orleans (A-Tisbury)
- Madeline Fisher (E-Edgartown)	- Camille Rose (E-Aquinnah)
- Josh Goldstein (E-Tisbury)	P Doug Sederholm (E-Chilmark)
P Erik Hammarlund (E-West Tisbury)	P Linda Sibley (E-West Tisbury)
P Fred Hancock (A-Oak Bluffs)	P Brian Smith (A-West Tisbury)
P Leonard Jason (A-County)	

Staff: Mark London (Executive Director), Bill Veno (Senior Planner), Paul Foley (DRI Planner)

Chairman Fred Hancock called the meeting to order at 7:00 p.m.

1. MINUTES

Commissioners Present: T. Barnes, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Miller, D. Sederholm, L. Sibley, B. Smith.

Erik Hammarlund moved and it was duly seconded to approve the minutes of January 24, 2013 as written. In favor: 11. Opposed: 0. Abstentions: 0. The motion passed.

2. COMCAST/NSTAR HYBRID UNDERSEA CABLE – TISBURY (DRI-641) PUBLIC HEARING

Commissioners Present: T. Barnes, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Miller, D. Sederholm, L. Sibley, B. Smith.

For the Applicant: Les Smith (Epsilon Associates – Agent), Vern Oheim (NSTAR), Kevin McCune (NSTAR), R. Alan Rugman (Comcast)

Brian Smith, Public Hearing Officer, opened the Public Hearing at 7:05 p.m. and read the public hearing notice. The 4.5 mile long hybrid undersea fiber optic and electric cable will be under the sea floor from Falmouth until it reaches an existing underground manhole at the end of West Chop on Squantum Avenue off of Main Street and then connects to the existing NSTAR right

of way and overhead wires in Tisbury. The cable will supply power and fiber optic cable capability. Their agent is Epsilon Associates.

2.1 Staff Report

Paul Foley presented the following.

- The packet of information includes Comcast and NSTAR Electric responses to comments, correspondence from the Sheriff's Meadow Foundation and Elizabeth Buddy, responses to Attorney Weisman's questions from Epsilon Associates, the Certificate of the Secretary of Energy and Environmental Affairs on the Notice of Project Change, and the site plan.
- A key concern for the MVC is with the NSTAR Right of Way (ROW). Depending on the method of access to the drilling site, a neighborhood path to Vineyard Sound could be dramatically impacted. Use of matting over a small piece of wetlands buffer could minimize the impact and MVC conditions could ensure mitigation.
- Local permits needed are a Notice of Intent with the Tisbury and Falmouth Conservation Commissions, Cape Cod Commission, Expanded Environmental Notification Form with MEPA, Chapter 91 Waterways License, Massachusetts Ocean Management Plan (MOMP) review, and the U.S. Army Corps of Engineers.
- Martha's Vineyard is currently connected to the mainland with four electric submarine cables (#75, #99, #91 and #97), one of which is permanently out of service.
 - Cable #75 was installed in 1995. The cable failed in September 2011 and will not be repaired.
 - Cable #99 was installed in 1996. It has failed four times and has been repaired each time.
 - Cable #91 is an older submarine cable design and was installed in 1986. It has failed six times and has been repaired each time.
 - Cable #97 was installed in 1990 and it has never failed.
- There are five GM Electromotive Division Diesel Generators (DGs) on the Island. Three are located in Oak Bluffs and two are located at the airport. Each DG is rated at 2.5 MWe (Megawatts electrical). The number of DGs increases each year.
- In July 2011, a record loading peak was realized at 54.7 MWe and in July 2012 a peak of 55.4 MWe was achieved. Load forecasts project peak load climbing to 73 MWe by 2022.
- The project proposes Horizontal Directional Drilling (HDD) as the method of cable installation from the Falmouth and Tisbury landing sites.
- The Applicant estimates approximately 2 to 3 trucks per day to and from the drill rig area to supply pipe and mud during the construction period.
- The Applicant hopes to begin the project after Columbus Day 2013.
- Key issues include the following:
 - Will the drilling and excavation work be done at a time of year that least impacts the neighbors?
 - Is there capacity in the conduit for future co-location of cables?
 - Will construction or maintenance impact the rural dirt road and/or sand dunes?
 - What provision is being made for restoration of the environment after installation?
- No lighting will be required after installation.

- Given the break-down history of several of the existing cables and the proliferation of large backup GM diesel generators in July and August, the provision of redundant connections could help avoid a major loss of power in the future.

2.2 Applicants' Presentation

Les Smith presented the following.

- He reviewed the cable history with a project overview including how the route was selected as well as the collection of environmental data.
- Failure history was reviewed as detailed in the MVC Staff Report.
- Comcast leases the bandwidth on Cable #99 and if NSTAR loses another cable, the service will be down to two cables.
- The proposed new cable is located between the two existing cables.
- During meetings with MEPA for route selection, they requested better data, so an evaluation was done of the hard complex bottoms. The compliance form was filed with MEPA. Survey and sampling plans were done including sub bottom profiling, sonar, magnetometer survey, sediment sampling and video transects. Coarse sand was found on the middle ground and large boulders were identified.
- The National Heritage Endangered Species Program (NHESP) did not impose restrictions as the work will not be done in identified areas.
- A Project Change was filed with MEPA.
- The hybrid cable cross section was reviewed.
- At the landing site, wetlands are avoided, the project does not impact flood zones and the shoreline changes were fairly stable.
- Horizontal Directional Drilling (HDD) will be done at the shoreline to install the cable.
- Mud will be drilled but polymers will be added for viscosity and stabilization. **Vern Oheim** added that drilling mud is a constantly flowing process and it is recycled continually.
- Noise and light seem to be the main concerns of the neighbors. The work will be done in the fall and winter when the summer residents are not present. Noise will be monitored and shields will be used to mitigate. There will also be light mitigation.
- Access to the drill site will be along NSTAR's existing right of way. An aerial view of the right of way was reviewed.
- The easement was reviewed. The abutter has considerable vegetation located on the NSTAR right of way. Rather than removing this vegetation, NSTAR proposes to use the existing path as well as a strip of adjacent land on the Nature Conservancy property along the NSTAR easement that will be will protected with matting and restored after construction.

Kevin McCune elaborated on the use of the matting.

- The mat will be 12 feet wide and made of composite material. The mats will allow for a flat work surface.
- NSTAR believes this can be done without removing any trees. Some of the trees may need to be wrapped in burlap for protection.
- A benefit to using the matting is that the vegetation under it will come back within one year after the mats are removed.

2.3 Commissioners Questions

There was a discussion about the drilling process.

- **Leonard Jason** asked where the drilling will be started and is there a way to minimize the disruption.
- **Les Smith** said the drilling will probably start on Martha's Vineyard and he reviewed the drilling process which will utilize a hydro plow.
- **Mark London** noted that there will be two areas of horizontal directional drilling, one on land and one underwater. He asked why the drilling could not be done all in one "shot" starting at the upper location, so that nothing else would be disturbed.
- **R. Alan Rugman** said that it becomes technically difficult to control the HD drilling over 3000 feet.

There was a discussion about the generators and the size of the cable.

- **Erik Hammarlund** noted that even with this new cable, the five generators will not be eliminated. Why not install a cable that would eliminate them?
- **Vern Oheim** said that the cable being installed is one of the largest available and that the project is limited by the size of what can be manufactured, shipped from overseas and installed. The cable will eliminate the need for all of the temporary diesels that are currently brought to the Island and will minimize the time that the five permanent diesels will need to run, and they will not run very much at all. The five diesels will be needed more as a backup.
- **Erik Hammarlund** asked that "not very much at all" be defined based on past history.
- **Vern Oheim** said that in 2011 a peak was reached of 54.7 MWe and that peak was seven years ahead of what had been projected. The Island is growing and so is the need. With this installation NSTAR believes that another cable will not be needed until 2019 - 2020 based on the growth.

Fred Hancock referred to the correspondence received from the Sheriff's Meadow Foundation dated January 24, 2013 and noted that it mentions the vegetation and restoration of the site in the Squantum Avenue location and asked if NSTAR will make an offer to the MVC about the restoration. **Les Smith** said that NSTAR has met with the Sheriff's Meadow Foundation and is in agreement with their proposed restoration program. **Adam Moore**, Executive Director of the Sheriff's Meadow Foundation said they are working with the Applicant and they are in agreement regarding the restoration process.

Erik Hammarlund asked if it was in the offers to start the project after Columbus Day. **Brian Smith** asked for the project timeframes to be explained. **Les Smith** said that the installation of the cable will be approximately one month on the Island and one month in Falmouth and then there will be the installation in Vineyard Sound. The total estimated installation is about three months.

Fred Hancock asked if NSTAR has identified a location for depositing the drilling waste. **Les Smith** said they have not yet determined that. **Fred Hancock** suggested that it also be included in the offers.

Tripp Barnes noted that the cable is 5.5 "in diameter so why not install two cables now to prevent future installations. **Vern Oheim** said the cost of the cable is \$9,000,000 and if a second cable were to be installed, it most likely would need to be installed in a different location.

Fred Hancock asked if the cables are being placed on existing poles on the NSTAR Right of Way. **Les Smith** said there will be two new poles with risers. **Vern Oheim** noted that the failed #75 cable came into Oak Bluffs and provided power to Oak Bluffs, Edgartown and Tisbury. Circuits will be placed on existing pole lines and that work will be started soon so everything will be in place when the submarine cable is put in.

James Joyce asked if NSTAR approached Verizon to also be a partner in the project. **Vern Oheim** said no, the project was originally for Comcast and NSTAR piggy backed onto their project.

Erik Hammarlund asked if there was anything being done to make community fiber available on Martha's Vineyard. **R. Alan Rugman** said that would be a government relation and contract issue; however, the new cable will provide capacity and reliability.

Mark London questioned co-location and asked if there is room for a third fiber optic cable. The MVC is encourages co-location to avoid another company coming to the Commission six months later for another similar project. **Vern Oheim** said that with the current proposal there are 96 fibers coming to the Island and that is a lot of fiber capacity. **R. Alan Rugman** said the cable is already manufactured so the change would not be possible at this time.

There was a discussion about installations.

- **Leonard Jason** asked how many other similar installations have been done.
- **Vern Oheim** said that NSTAR does not put in a lot of undersea cable.
- **Kevin McCune** said that NSTAR just did the Chappy installation and also Deer Island in Boston. He noted that this installation will be simpler than Chappy. HDD installation is becoming fairly common for NSTAR.
- **Vern Oheim** said that the longest HDD installation is 3,000 to 3,500 feet. The Chelsea shipping project was very successful. There is a huge worldwide demand for HDD installation due to wind farms. The cable was ordered in advance since there are only five companies that can produce them.
- **Les Smith** noted that two cables were done to Nantucket but the HDD was not as far as this installation.
- **Erik Hammarlund** asked if the installation is being done in house or being contacted out. **Les Smith** said NSTAR is contracting out and the bids will be going out for the project.
- **Kevin McCune** added that due to the huge demand, installations are booked years in advance and it depends on who has available ships.

There was a discussion about the manholes and length of cable.

- **Leonard Jason** noted that from the pit on the beach to the pit on the road is 300 - 500 feet and asked why not just start the underwater cable at the pit on the road and have one manhole rather than two.
- **Linda Sibley** noted that it might disturb the eelgrass.

- **Les Smith** said the project was proposed as is in order to get the HDD section of the cable installation out past Middle Ground, to avoid negative environmental impacts.
- **Kevin McCune** said the advantage of two manholes would be in the event if it failed, you would be able to pull a new section without digging the beach up and disturbing the easement again. It is a long term benefit.
- **R. Alan Rugman** said the difference in the angle in the two sections of HDD would make construction more difficult.

2.4 Public Testimony

Tom Urmstom is a West Chop Trustee and stated that there appear to be two routes described to get the cable to the street. One is through the Lucas property and the second alternative is to go down the path. He questioned why the path to the beach is not being considered since it appears to be a more natural avenue. There was a discussion about the access route.

- **Vern Oheim** said that when the property was surveyed, NSTAR surveyed their easement and not Squantum Avenue. Their easement is solely with the Sheriff's Meadow Foundation and not the Lucas property. NSTAR has an option to go down the path as it is their easement, but we would have to cut the trees and the vegetation that the Lucas family has added.
- **Adam Moore** of the Sheriff's Meadow Foundation said that what appears to be Squantum Avenue on the map is actually the Sheriff's Meadow property, therefore NSTAR will use their easement that is in the Sheriff's Meadow land. They will use the natural area and not the maintained area.

Jim Weisman notes that he drafted the correspondence for Elizabeth Buddy and also for the Lucas family but he is here tonight representing himself and his wife who are abutters.

- He commends NSTAR and Comcast. They are most responsive, cooperative and willing to find palatable alternatives. This is a great project. Even though the project is in his backyard, NSTAR and Comcast picked the right place for it.
- His concern as an abutter is that the devil is always in the detail. NSTAR provided the details and heavy trucks will be going down the path for thirty days to do the work.
- He is concerned that this board and the Tisbury Conservation Commission provide adequate supervision of the project. It might be tried and true technology that is being used but it is a fragile environment and he is glad to hear that toxic materials will not be used. The project should be done once and it should be done right.
- It is not a bad idea to include in the offers that the MVC and Tisbury Conservation Commission will provide their own supervisors. Trenching will disturb the eelgrass and the plover nesting grounds.
- He also has a security concern. Dirt bikes, fishermen, and hunters currently use the property and Comcast has been proactive to quadrant off the property but more is needed. The unsightliness of the project is also a concern and I would like to see an improved visual impact. Cleanup is another concern and it needs to be supervised to ensure the promise of getting it done without the neighbors having to bring suit or having to pressure the boards.
- He would like to see this go smoothly and hopefully the MVC will not hold up the project as he would like to see this done right and within the time schedule.

Adam Moore, Executive Director of the Sheriff's Meadow Foundation, said he thought the timing of starting the project after Columbus Day was a good idea and that timing would also work well with the shore bird migration and nesting seasons. The Foundation has also asked that if any pitch pines, scrub oaks, or other native trees and shrubs must be cut in order to allow room for the project, that these trees simply be cut or mowed and allowed to re-sprout once the work has been done.

Tom Urmstom asked where the pit is located in relation to the beach. **Les Smith** reviewed the site plan to indicate the location, namely on the landward side of the dunes.

2.5 Applicants' Closing Statement

Vern Oheim addressed the environmental monitoring and the public's concerns:

- NSTAR hired an environmental scientist to be sure the requirements that are agreed to are followed. That position will have stop work authority.
- NSTAR welcomes the MVC and the Tisbury Conservation Commission to come to the site at any time.
- All of the equipment is underground until it is at the riser station and the existing station will be rebuilt.
- Cleanup will be done and NSTAR will make sure that things look better than they did when NSTAR got there.
- NSTAR will work with the residents to see what they would like for screening.

Kevin McCune added that NSTAR addresses these types of concerns all the time and they work with an arborist. They will hide the riser station to be visually better.

There was a discussion regarding the screening.

- **Tripp Barnes** asked Jim Weisman what he would like to make this project better.
- **Jim Weisman** said that he would like to see something planted that would grow to 20 feet, perhaps Arborvitae, so it would provide a complete screening. He would also like a boundary fence to prevent people from entering the power corridor from his wife's property. This way he would not have to bear the expense to create a buffer.
- **Kevin McCune** said that NSTAR can work with the abutters and can provide something that won't interfere with the lines.
- **Linda Sibley** noted that the MVC prefers that native species be used.
- **Kevin McCune** noted that is one reason why NSTAR likes to work with an arborist.

Brian Smith, Public Hearing Officer continued the Public Hearing to February 21, 2013 for submission of written testimony and offers.

Fred Hancock, Chairman recessed the meeting at 8:35 p.m. and reconvened at 8:40 p.m.

Ned Orleans joined the meeting.

3. BARNES EVELYN WAY – TISBURY (DRI-411-M) PUBLIC HEARING

Commissioners Present: J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Miller, N. Orleans, D. Sederholm, L. Sibley, B. Smith.

For the Applicant: Clarence A. 'Tripp' Barnes III, John Folino (Agent)

Tripp Barnes recused himself, noting that he is the Applicant and the application was submitted before he was elected as an MVC Commissioner.

Brian Smith, Public Hearing Officer, opened the Public Hearing at 8:40 p.m. and read the public hearing notice. The location is 33/41 Evelyn Way, Tisbury Map 22-A Lot 26 (.0258 acres) and Map 22-B Lot 1 (.0806 acres). The proposal is to construct a 2,310 square foot, 32 foot high metal warehouse addition on a one acre property with an existing 5,600 square foot metal warehouse (2 sections) and a dwelling.

Brian Smith disclosed that he had previously managed a company that leased the building which is on the site.

3.1 Staff Report

Paul Foley presented the following:

- The packet of information includes the Land Use Planning Committee (LUPC) Notes of the Meeting of January 14, 2013, a letter from James Glavin, MVC Staff notes dated February 6, 2013 regarding vehicular service connection parallel to upper State Road, Historic MVC language regarding dormant easements, a letter from John Folino, the elevations, and the site plan.
- Zoning is B-2 Commercial.
- Local permits needed are a Building Permit, Special Permit from ZBA for outdoor commercial, Board of Health, and Plan Review from the Planning Board for parking over twenty vehicles.
- The surrounding land uses are a waste disposal company, automotive repair, fuel storage, a moving company, warehouse space, light industrial use and commercial use.
- An existing one story ranch house with three bedrooms was built in 1947. The 5,600 square foot metal warehouse building was built in 1992 for Tashmoo Boats and Baynes Electric, and it came to the MVC as DRI 354. The project was approved with Conditions. The Conditions were that the Applicant would submit final drainage, landscaping and lighting plans to the LUPC, maintain a list of all hazardous materials stored on site, and donate \$5,000 to the Dukes County Regional Housing Authority (DCRHA). The property returned in 1995 (DRI 411) for a change of tenants and was remanded to the town as an insignificant change.
- The existing metal warehouse building is in two sections;
 - One 40' x 80' section (3,200 square feet) houses the moving company in the back.
 - The front section is 40' x 60' (2,400 square feet) and houses ABC Disposal Company in the front.
 - The front section is perpendicular to the street and the back section is parallel.
- The purpose of the addition is to consolidate the operations of the Barnes Moving Company, long term indoor storage and possible office space.
- Key issues are as follows:
 - Would the proposal allow for potential future vehicular connections such as the conceptual plan of connecting State Road properties in the rear with connected parking lots and driveways?
 - Will the exterior of the site and circulation be maintained in an organized fashion?

- The elevations were reviewed.
- Regarding noise, the property is surrounded by other commercial/industrial uses.
- The proposed building will not be heated.
- The proposal for a non-heated warehouse storage space without any bathrooms or full time staff should not have an effect on nitrogen loading. Employees will use the facilities in the main office across the street. Therefore no additional nitrogen should be added.
- Jim Glavin wrote to the MVC in favor of the proposal but noted there is a stormwater issue. Evelyn Way has an issue with drainage because all property runoff flows into and down the street. The ABC Disposal portion of the site is paved and sheet flow directs all runoff directly into the street. The site plan for the proposed expansion only shows the apron being paved and the rest being gravel.
- The site is accessed from Evelyn Way and Olga Street (a dirt road). A paper road, Eleanor Road, runs through the site.
- The Applicant was granted a waiver from a traffic study.
- According to the MVC Affordable Housing Policy, the recommended monetary mitigation for a building of 2,300 square feet is \$1,150.
- The proposal will allow the Applicant's long-time Vineyard business to consolidate its operations and continue to provide its services.
- The proposed project will create added tax revenue to the Town of Tisbury.
- The development of the proposed project will create a small number of temporary jobs in the construction and service sector industries.
- The building will not be visible from a scenic public way. Evelyn Way is presently a private way filled with commercial and industrial uses, although it is target to be part of the Tisbury Connector Roads in the future.
- The large metal building is located in an appropriate commercial/industrial location.

3.2 Applicant's Presentation

John Folino presented the following.

- With regards to the stormwater and drainage issue, it was developed that way and is preexisting to the property purchased by Tripp Barnes. The proposal is now for a pervious surface and an apron at the street on Evelyn Way to brush gravel off vehicles before they go onto Evelyn Way.
- Provisions on the property for the roof runoff were looked at by Schofield and Barbini in the design.
- The combined addition is more than what Tripp Barnes now rents from him at the airport, by about 40%.
- The space is equivalent for volume with capacity for growth.

3.3 Commissioners' Questions

Erik Hammarlund asked how much space will be for bonded storage. **Tripp Barnes** said about 40%.

Christina Brown asked if there will be more trucks going up State Road since the current building is at the airport. **John Folino** said the traffic would not increase because the trucks now go to the airport location from State Road.

Doug Sederholm asked what happens to the roof runoff from the existing building. **John Folino** said it goes to the street and surface runoff.

James Joyce asked if the water from the new building will be going into a dry well. **John Folino** confirmed that it would.

James Joyce noted that the proposed building will be 32 feet high and asked if it will be seen from the street. There was a discussion regarding the height of the building;

- **Tripp Barnes** said it probably would be seen, and noted that another building in the area is 20 feet high.
- **Brian Smith** noted that no one really looks down Evelyn Way so it should not be an issue.
- **John Folino** said the building is so far down Evelyn Way the site lines make it not visible.

Erik Hammarlund asked if the lighting will be downward shielded. **John Folino** and **Tripp Barnes** said the lighting will be photo shields and can be done on an as needed basis such as for night trucks.

There was a discussion about the landscaping.

- **Brian Smith** asked if there will be any landscaping.
- **Tripp Barnes** said there really would not be any other than a few flower boxes, since the entrance is hard top and the rest is gravel.
- **John Breckenridge** asked how many properties on Evelyn Way have landscaping buffers.
- **Paul Foley** said landscaping is extremely minimal on Evelyn Way, but the Commission has asked for vegetated buffers with some recent projects.
- **Mark London** noted that the Town hopes that Evelyn Way will be part of the connector road system and some effort is justified to make a moderate improvement in the scenic character for when this takes place.

Fred Hancock noted that the Island needs these types of businesses.

Erik Hammarlund asked when construction will start. **Tripp Barnes** said when he receives the necessary permits, he will be able to start.

Mark London noted that the MVC will need to review offers such as affordable housing. **Tripp Barnes** hoped that the affordable housing that he has already done will be considered. **Paul Foley** noted that he provides housing for his employees.

Brian Smith, Public Hearing Officer continued the Public Hearing to February 21, 2013 for submission of written testimony and offers.

Tripp Barnes rejoined the meeting sitting as a Commissioner.

4. NEW BUSINESS

Commissioners Present: T. Barnes, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Miller, N. Orleans, D. Sederholm, L. Sibley, B. Smith.

4.1 Reports from Committees and Staff

Christina Brown noted that she is the Commission's representative for the Housing Needs Assessment Study Group and presented the following.

- The Group hired a consultant, Karen Sunnarborg. The study is sponsored by each town and the Commission.
- The consultant has reviewed the 2010 census and has gathered a lot of other information. The first draft of the study is completed.
- Two public sessions will be held to review the results of the phase 1 study, namely:
 - at the Oak Bluffs Library on February 12, 2013 at 6:30 p.m. and
 - at the Chilmark Library on February 19, 2013 at 6:30 p.m.
- The data gathered indicates that there are a lot more single individuals looking for housing and more rentals are needed, more so than ever before.
- She invited the Commissioners to attend one of the meetings.

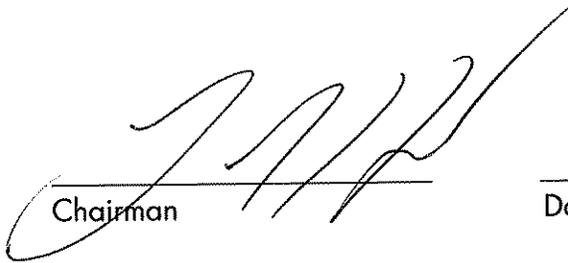
Bill Veno said the annual conference of the Citizen Planner Training Collaborative will be on March 16, 2013. The MVC will pay for any Commissioner who wishes to attend. He asked them to contact Bill Veno to make arrangements.

The meeting was adjourned at 9:10 p.m.

DOCUMENTS REFERRED TO DURING THE MEETING

- Minutes of the Commission Meeting – Draft, Held on January 24, 2013
- Martha's Vineyard Commission, DRI #641 Comcast NSTAR Hybrid Undersea Cable – MVC Staff Report – 2013-02-07
- Comcast and NSTAR Electric - Responses to Comments (1-15-13)
- Letter from Adam R. Moore, Executive Director Sheriff's Meadow Foundation dated January 24, 2013
- Letter from Elizabeth Buddy addressed to the Tisbury Conservation Commission Dated December 26, 2012
- Responses to Attorney Weisman from Epsilon Associates Inc.
- The Commonwealth of Massachusetts, Certificate of the Secretary of Energy and Environmental Affairs on the Notice of Project Change, Dated August 24, 2012
- Site Plan Tisbury, Mass – Power Engineers, LLC, Martha's Vineyard Cable Project, C-2
- Martha's Vineyard Commission, DRI #411- M Barnes Evelyn Way Expansion – MVC Staff Report – 2013-02-07
- Martha's Vineyard Commission, Land Use Planning Committee, Notes of the Meeting of January 14, 2013
- Letter to Martha's Vineyard Commission from Martha's Vineyard Truck, Inc., James A. Glavin , Dated January 19, 2013
- Barnes Evelyn Way (DRI 411- M) Vehicular Service Connection Parallel to Upper State Road, MVC Staff, Dated February 6, 2013
- Historic MVC Language Regarding Dormant Easements
- Letter to Martha's Vineyard Commission from Cape Building Systems, Inc., John Folino, Dated November 26, 2012
- Elevation, Barnes Moving, A-2

- Site Plan, Tisbury Mass, Clarence A. Barnes III, Dated November 30, 2010
- Citizen Planner Training Collaborative, Advanced Tools and Techniques for Planning and Zoning, Twelfth Annual Conference, Saturday March 16, 2013


Chairman _____ Date 3-7-13


Clerk-Treasurer _____ Date 3-7-13