IN ATTENDANCE

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

P Christina Brown (E-Edgartown)  P Doug Sederholm (E-Chilmark)
P Erik Hammarlund (E-West Tisbury)  P Fred Hancock, Chair (A-Oak Bluffs)

Staff:  Jo-Ann Taylor (Coastal Planner, DCPC Coordinator), Bill Veno (Senior Planner), Mark London (Executive Director)

Chairman Fred Hancock called the meeting to order at 8:25 a.m.

Fred Hancock invited review of the draft minutes from October 5.  Doug Sederholm moved to adopt the minutes as amended at the table.  Erik Hammarlund seconded.  The motion carried unanimously.

Fred Hancock began by stating that there is consensus that Section 4.12 Compliance with Criteria and Standards should be amended from the original 1975 text.

- Erik Hammarlund suggested starting from scratch, working from the basic ideas of what is special.
- Doug Sederholm suggested that the staff draft amendment of 4.12 is broad and would provide the basis to do what is needed in Sections 5Va and b regarding goals and guidelines for development.  The draft amendment would explicate several points and would clarify that public access is not necessary for designation of a Special Way.  He particularly likes lines 33-51.  He would like to tweak 4.12 a bit and dive into Section 5.
- Christina Brown suggested that we know what we want to protect, only have not yet articulated it.  She would like to dive into Section 5.
- Fred Hancock suggested that jumping to Section 5 would be working backwards.
- Fred Hancock directed the Committee to look through Section 4.12 once again before moving on.

There were questions regarding possibly broadening the scope of the Special Ways to include already-traveled ways.

- Should the Island-wide Special Ways Zone be expanded in breadth to include ways that are already traveled?  Should there be a separate zone for Special Vehicular Ways?  Who should determine which are Special Vehicular Ways?  The Commission or the towns?

There was some discussion of whether or not an expansion in breadth of scope might be accompanied by a lessening of restrictions.

- The traveled ways already have some cars on them.  If included, should they be treated the same as the untraveled ways?  If it’s all right to have light vehicular use on a routinely traveled way, then what’s the value of keeping cars from the rest of the ways?

Doug Sederholm noted that there is a big difference between providing for vehicular access to a property with no alternative and providing for large-scale development.
Fred Hancock directed the Committee, for homework, to continue focusing on whether or not to broaden the scope of the Special Ways to include already-traveled ways.

The meeting was adjourned at 10:15 a.m.

Jo-Ann Taylor

Next meeting: Thursday, October 20, 8:15 a.m.

DOCSUENTs REFERRED TO DURING THE MEETING

- Island Road DCPC Committee Draft Amendments For Discussion Purposes Working Draft 10 7 11
- 2008 Amendments (negated in the “Judgment”, continued defense by MVC)
- 1975 Decision of the MVC Designating the Island Road District as a DCPC
- Critical Planning District Qualifications
- Chapter 831 of the Acts of 1977 as amended
- Minutes of October 5, 2011 (amended and finalized during the meeting)