Key Issues

- **How will the dockage improvement impact the Lagoon? How will it affect shellfish? Will large areas of the Lagoon be closed off for shell fishing?**
    - Division of Marine Fisheries regulates the shellfish closures in the state and there is going to be a small shellfishing closure associated with this project. However the exact size of this closure is unclear at this time.
    - We have proposed the strongest shellfish / environmental mitigation plan this island has ever seen and we are open to a continued conversation about the best way to mitigate any impact.
    - The marina will be a seasonal facility, for summer and island residents, with no overnight boaters allowed. Because of that we expect the closure to be minimal.
    - We have met with the MV Shellfish group, we have met with the shellfish wardens, we have met with DMF (this past summer). Based on our conversations with DMF we expect any potential closure to be limited to the bounds of the marina footprint and only for the summer season. Thus we believe any shellfishing closure should not affect the scallop season as it would open up before the scallop season begins.

- **Can shell fishing, aquaculture, and marinas co-exist in a safe, natural environment? If so how?**
    - Yes they can.
        - Oak Bluffs has Oyster Upwellers at the town fuel dock. These were installed by the former Shellfish Warden David Gruden and are considered to be a huge success.
        - In Edgartown all of the aquaculture upwellers are located just outside of the main harbor channel.

- **What are the impacts to species other than shellfish, winter flounder, conch, juvenile fish and nursery habitat for example?**
    - Measures that have been developed for the Project through thoughtful and careful engineering design to improve water quality for shellfish habitat will also benefit other species, for example winter flounder, conch, juvenile fish and nursery habitat. As clearly described within the Project's Notice of Intent and Shellfish Suitability Memorandum the Project takes into consideration numerous measures such as no live-aboard boaters as enforced through legal, slip contract documentation. The square footage of the buildings will be reduced minimizing avian perching, permeable surfaces surrounding the project will be significantly increased, and the Applicant will provide funding for shellfish seed, will implement shellfish upwellers, provide pump-out facilities, and improve the general area to sustain more frequent flooding scenarios utilizing resilience planning. These measures were specifically developed to preserve and improve Lagoon Pond ecologically while supporting necessary economic growth. While dredging may temporarily disturb a small area of sediment in the Project footprint, the organisms within the Project area are estuarine and have evolved to tolerate fluctuating physical and biological conditions including excessive nutrient loading as defined with the Massachusetts Estuaries Project Report for Lagoon Pond (Howes et al. 2010). Organisms within estuaries including those affected by eutrophication such as in Lagoon Pond consist of resilient and opportunistic species that rapidly recolonize and recover within their habitat following disturbance events (Dauer 1984). The Martha's Vineyard

Commission Staff Report stated that "The proposed project will reduce the nitrogen load to 3.27 kg/yr (reduction of 3.41 kg/yr) and it will decrease the load for the applicant by more than half". This reduction will be accomplished through several methods including controlling runoff and diverting to newly implemented permeable surfaces, development of a border vegetated wetland at the waterfront edge, improvements to on-site subsurface wastewater disposal systems, and no use of fertilizer and Additionally, the dredging project will remove a small volume of potentially nutrient-rich bottom sediments from within the embayment. This Project represents the largest nitrogen/water quality reduction effort made by a private business or individual adjacent to Lagoon Pond and through the implementation of the proposed Project mitigation measures as mentioned above, water quality will be improved within the estuarine habitat for fish and shellfish.

- References Cited:
  - Dauer, D.M. 1984. High resilience to disturbance of an estuarine polychaete community. Bulletin of Marine Science. Volume 34, No. 1, pp 170-174(5).
  - Howes B.L., J. S. Ramsey, R.I. Samimy, D.R. Schlezinger, E.M. Eichner (2010). Linked Watershed-Embayment Model to Determine the Critical Nitrogen Loading Threshold for the Lagoon Pond System, Oak Bluffs/Tisbury, Massachusetts. SMAST/DEP Massachusetts Estuaries Project, Massachusetts Department of Environmental Protection. Boston, MA

- **What is the extent of the administrative shellfish closure to result from the project?**
  - As stated before, the exact closure size related to this project is unclear. We are committed to working with DMF and the local shellfish groups to ensure that any closure is limited to the bounds of the proposed project and is seasonally based. Thus it would have no impact on the scallop season.

- **Lagoon Pond DCPC prohibits permanent/fixed piers near shellfish beds, and on designated barrier beaches. Are these docks permanent?**
  - These docks are NOT permanent, they are floating docks that raise and lower with the tide. Additionally they will all be removed the off season to help open up the space for shell fishing

- **How will the increased capacity of the shipyard impact traffic, especially during peak hours?**
  - We have done a preliminary traffic study, based on the flow of equipment on and off the property. The new layout dramatically decreases the amount of truck and heavy equipment turns required in the street. The expected "new" traffic to the facility is low, we are expecting the heaviest use to be July and August where during the week we will see an extra 5-7 cars a day and on the weekend 7-15 cars a day. This is relatively low use, especially given the dramatic change in truck traffic. We launch over 450 boats each spring and haul the same number out again in the fall. Each of these hauls / launches require truck movements in the street. With the new facility these types of equipment maneuvers in the street will be reduced at a minimum by one turn for each boat. Rough calculation is about a 1 minute reduction of traffic stoppage per boat or over 900 minutes a year.

- A traffic flow diagram has been submitted to the MVC and reviewed with MA DOT, both organizations felt it would significantly improve the traffic flow, improve public safety and be good reduction in traffic.

- **Have the onshore run off issues been solved with the project?**
  - Reduced stormwater runoff peak flows: The proposed site improvements will result in a reduction in impervious site coverage compared to the existing site conditions. Infiltration and groundwater recharge will be promoted on-site through the use of the pervious reinforced gravel pave system (TRUEGRID) and associated subsurface stone reservoir. Overall, the post-development peak stormwater discharge rates to Lagoon Pond will be reduced compared to the pre-development peak stormwater discharge rates. To help illustrate the reduction in stormwater peak runoff rates, Table 1 below summarizes the existing and proposed peak stormwater discharge rates from the site, as presented in the Stormwater Management Report prepared as part of the Notice of Intent application. As discussed in the Stormwater Management Report, the reduction of peak stormwater discharge was not evaluated for the 100-year, 24-hour storm event because the site would be inundated with Lagoon Pond floodwaters (coastal flooding) under this storm event scenario.

Table 1: Discharge Rates of Runoff for the 2-year, 10-year, and 25-year Peak Storm Events

Storm Event	Pre-Development Peak Discharge*	Post-Development Peak Discharge*	Reduction in Peak Discharge	% Reduction in Peak Discharge
	(cfs)	(cfs)	(cfs)	(%)
2-year	2.56	1.05	1.51	59.0
10-year	3.59	1.53	2.06	57.4
25-year	4.31	1.86	2.45	56.8

*from Stormwater Management Report

  - Reduced stormwater runoff water quality: The reduction in impervious site coverage and addition of the TRUEGRID system will reduce the volume of stormwater runoff from the site as well. As a result, the risk of pollutants directly discharging into Lagoon Pond during storm events and coastal flooding events will be reduced.
  - Additionally there is not much more we can do as an applicant to reduce our runoff. We are proposing the removal of buildings, raising the grade, installation of rain gardens, vegetated swales, TRUEGRID to allow rain to naturally leach through the property. Even the MV Commissions staff report notes the dramatic nitrogen load reduction of the property with this change going form 6.68 kg/yr to 3.27 kg/yr. We are connected to the town sewer system we have a storm water runoff permit now and improved storm water runoff plan with the new proposal.

Construction:

- **Construction Schedule**

- Dredging – Done based on the state & federal requirements. We anticipate that it will be done in the early fall as to not impact the winter flounder, summer boating season and before scallop season. Anticipated time is 10 days of dredge work
- Demolition – Done after the storage season is completed and the buildings are empty, so roughly Mid July. Demolition is anticipated to take 2 weeks
- Site work – August – 2 to 3 weeks
- Building of a new storage building – September / October – 2 months, to be completed before we need to store boats in it over the winter season

- **Where will construction materials and equipment be stored during construction**
  - DRE excavation has been hired for this process and they have a facility at Goodales where all equipment and extra building materials will be stored

- **How will noise, dust and traffic be mitigated during the construction process in order to minimize possible impacts to the surrounding business?**
  - Work to be done during normal business hours
  - Police details will be hired for demolition along the street
  - The new road way through the property will be one of the first things opened up to help free up traffic and congestion
  - We have met with DOT and have opened up dialogue on how to communicate with the state during this project

- **What portion (if any) of the materials from the demolished buildings will be salvaged?**
  - Everything we can will be recycled or re used. Specifically
    - South Mountain has already visited the property and expressed interest in all of the old beams / trusses in the property
    - DRE Excavation is planning on sorting all the metal siding for recycling
    - Dredge spoils are being re used on the property and at other beach nourishment sites on Martha's Vineyard

- **What is true grid made of and how long will it last? Is it flammable? What are the risks of microplastics getting into the Lagoon Pond or Harbor?**
  - The TRUEGRID product specifications indicated it is made of 100% Post-Consumer Recycled HDPE (high density polyethylene) and is anticipated to last 20+ years.
  - The TRUEGRID product is not flammable. Based on correspondence with the product's representatives; it is made from the same material as milk jugs and shampoo bottles.
  - Based on correspondence with the product's representatives; TRUEGRID material is inert and will not break down from the anticipated environmental conditions. During the typical manufacturing process, a carbon black UV stabilizer is added to the HDPE. Light stabilizers/UV absorbers are implemented to combat degradation that polymers can undergo under the effects of sunlight, UV rays, heat, and reactions to oxygen.

Environment / Nitrogen

- Nitrogen Load
  - Reduction of over half is amazing.
  - Current = 6.68 kg/yr
  - Proposed Project = 3.27 kg/yr

- On town sewer
- Pump out services provided on the property

Lagoon Pond DCPC

- **The Lagoon Pond DCPC** - Projects in and within 100 feet of Lagoon Pond and Lake Tashmoo or any resource area adjacent to Lagoon Pond and Lake Tashmoo shall, if water dependent, be designed and constructed, using best available measures, so as to minimize adverse effects, and if non-water dependent, have no adverse effects on the interests outlined in Section I of the Tisbury Wetlands By-law caused by
  - This project is water dependent and is being designed and constructed using the best available measures, so as to minimize adverse effects
- **Did our submittal meet all the requirements that the Town Of Tisbury requires for the Lagoon Pond DCPC?**
  - Yes, the Notice of Intent was based on the Tisbury Conservation Commissions filing process and they forwarded it to the MVC without any issues.

Shellfish / Dredging

- **Copper (found in bottom paint) is shown to disrupt life cycles of shellfish and may eliminate wild set scallops. There are very few remaining scallop fishers, and this area currently supports wild set.**
  - We met with the MV Shellfish group and they expressed their concerns for copper in bottom paint. They suggested a copper free bottom paint call E-Paint. We have spoken with the manufacturer and other boatyards / marinas using the paint. Because of the MVSG concern we will require all lease holders in the facility to use E-Paint. All of our bottom washing will be done at our wash pad, located on the Vineyard Haven Harbor side of the property. This should eliminate any concern of copper bottom paint on the Lagoon habitat.

- **Shellfish study was conducted in March.**
  - Yes the shellfish study was conducted in March.
    - Last year the commercial scallop season was closed after 1 day in Tisbury, due to the abundance of seed found. Because of this there was very little impact on the scallops in the pond and we should have found a lot.
    - The method used for the shellfish study is noted in our notice of intent, however it did dig down deep as to capture any quahogs in the area
    - Due to the short harvest season we felt it was the best time to conduct the study as there should have been a LOT of seed, our study noted Scallops (seed and fully matured where noted in the same way)

- **Did the shellfish study consider increased boat traffic, or only the project foot print?**
  - The shellfish study was done for a large area surrounding the project and NOT just the footprint, in some areas it was 100's of feet outside of the proposed project.
  - We did not look at the increase traffic, due to the fact that the Shipyard already has lots of boats coming and going, there is another Marina in the area and the largest boat ramp is right next to the proposed area. The area already supports a high traffic use and we did not feel this would have a huge impact on that level of use.

- **How often will the channel need to be dredged?**
    - The area of the proposed marina was dredge over 50 years ago and in those areas there has been almost zero material that has filled back in. This is consistent with several other areas in the West Arm that have been dredged in the past and still remain much deeper than the rest of the area. Because of these facts we do not anticipate having to dredge very often.

- **No eelgrass was found in the project footprint, but was it there in the past? If water quality improves, could it grow there again?**

    - No eelgrass was there in the past, according to all the historical maps we found. Could some be grown there in the future, we hope so. Emma Green-Beach is currently working on an eelgrass restoration project at the MVSG, if they were interested we would like to participate in that study with them moving forward.

- **Does the dredge area/channel account for stacking of boaters who may drift either starboard or port, given the challenge of remaining idle in the same place in the water?**
    - The facility was designed with boaters and navigation in mind, we see no issues with the space allocated for navigation. Additionally the waters outside of the channel are deep enough to navigate, and that is part of the reason why the channel was designed in the location because it does not require much dredging.
    - The proposed channel into the facility is larger, wider, than the current channel coming down the west arm of the Lagoon. Because of this we expect no issues with boats passing.
    - The Tisbury Harbormasters, both current and former were consulted on the channel size and both felt it was more than adequate

- **What are the construction impacts on the Lagoon Pond water quality (uses of barges, cranes, etc)**
    - The impacts of construction on water quality will be minimal because a silt curtain (silt boom) will be installed around the areas that are being dredged to reduce turbidity in surrounding areas. Work will also be done within time of year (TOY) restrictions set by MA DMF and NHESP to minimize impacts on wildlife and habitat.
    - This area of the lagoon was also zoned for barge use as part of the Waterfront / Commercial district and has seen this type of construction before. Most recently the draw bridge was done with very little impact on the environment.
    - The in water construction will happen in the off season, probably in the Fall to avoid any issues with the winter spawning of flounder. Additionally this will minimize the impact as there are not many boaters on the water during this time.

- **What is the effect on water flow in and out of the West Arm of the Lagoon?**
    - The proposed project will have minimal effects on water flow in and out of the West Arm of the Lagoon. The proposed dredging will deepen the area around the floats which will allow a (slightly) larger volume of water to flow into the West Arm and out of it. This

will increase tidal mixing and therefore water circulation which will benefit water quality. The proposed docks and piles will not effects water circulation because the docks are to be located within the dredge area so that there is enough water depth under the boats to allow water to flow under and around them un-interrupted.
    - The project also proposes to remove an existing dock w/ 20 pilings

- **How is the no-discharge zone enforced? Will there be more enforcement with this project?**
    - It is a violation of federal law to discharge treated or untreated boat sewage within Massachusetts waters. In January 2009, legislation was signed that gives the director of the Massachusetts Environmental Police, and all that serve under him, the ability to issue an administrative penalty not to exceed $2,000 per infraction for violations of NDZ regulations. This enforcement authority applies to Environmental Police Officers, Harbormasters, Fish and Game Wardens, and Police Officers assigned to patrol the waters of the Commonwealth. Specifically, the law states that no person shall discharge any sewage, whether treated or not, from a marine sanitation device into any waters of the Commonwealth designated by the Secretary of Energy and Environmental Affairs as an NDZ. As of 2014, all of Massachusetts waters are an NDZ, so it is illegal to discharge sewage, whether it is treated or not, from any recreational, commercial, or residential vessel.
    - Currently all of Martha's Vineyard is in a Federal no discharge zone, this is enforced currently by our Harbormasters, Shellfish Wardens and Environmental Police.
    - The Shipyard is also requiring all lease holders of slips to
        - Keep a log of all pump outs
        - Allow the Shipyard to do monthly inspections of their holding tanks to ensure they are being properly pumped
        - Will offer a service to customers to pump out holding tanks
        - Violations of this lease agreement will result in boat owners being removed from the facility

- **The applicant asserts that shellfish and water quality will benefit from no overnight boaters. Are overnight boaters currently allowed? How is this an improvement? How will this be enforced?**

    - This is a fact, based on conversations with Daniel Ewart and Division of Marine Fisheries and the understanding that a shellfish closure could be issued based on overnight boaters. Because of this concern of a potential closure we made the business decision to eliminate this from our business plan and proposal. It is important to note that overnight dockage brings in about 3x the revenue as season rentals. This is based on Oak Bluffs Marina rate compared to Prime Marina. This is a huge concession of the shipyard, this was done to make the project more viable for our community.

    - Currently we don't have a marina, so there are no overnight boaters at our facility. However there are many overnight boaters in the lagoon pond. Via transient mooring rentals and people live on board over the summer.

- In the new facility no overnight boaters will be enforced by the Shipyard staff, Harbormaster, Shellfish Warden and it will be a clause built into the lease agreement for the slip stating that it's not allowed and that they will be kicked out of the facility for any violation.

- **What are the plans for the dredge spoils? (other than the 500 cubic yards being used by the applicate)**
  - The additional dredge spoils will be used at either a Town of Tisbury beach nourishment site or at the Cow Bay beach nourishment project

Sea Level Rise (SLR)

- **Did the shipyard use a specific SLR scenario in its planning?**
  - There was no specific sea level rise scenario in the design of the site. The site is entirely within the flood zone and given the elevation of the surrounding areas it would not be possible to raise the site above the flood zone elevation. For this reason the site was designed to raise the grade as much as practical to reduce the likelihood of nuisance flooding from high astronomical tides or smaller storms. The proposed site plan was also designed to better manage coastal flood waters than the current site when flooding does occur. This was done by raising the grade, introducing reinforced gravel parking spaces, increasing the slab elevation of the proposed building, and rotating the proposed building 90 degrees so the garage doors do not face the lagoon.
  - There has been lots of observations and notes taken by James & Phil, the owners, and they feel this level of elevation change will have huge impacts on their business. This is a massive investment for their business, they understand the issues with SLR and would not be going through this process if they didn't' feel it more adequately address the SLR issues. No other property owner on the island has taken such dramatic steps to address this issue.

- **What is the level of hurricane/storm surge inundation, combined with SLR?**
  - The annual high tide line (HTL) as defined by NOAA at this location is 1.4' NAVD88. Storm surge combined with higher astronomical tides can produce water levels over 4' NAVD88. According to the NOAA tide gauge at Nantucket, this Fall water levels have reached 3.1-4.0' NAVD88 during high tides and severe storms that have flooded Martha's Vineyard Shipyard. The proposed site configuration would have experienced minor flooding along the water edge, however the proposed building would have been above the water line

- **How much flooding has increased due to SLR? Has the shipyard been measuring that?**
  - The shipyard has been visually noting changes for the last 10-15 years. Specifically they are seeing high tied by 2-3 inches higher than before and storm surge of about 6" more.
  - Storm surge has always been an issue on the property, however as the climate changes and severe storms happen at a higher frequency this increase the amount of times the property floods annually. The exact number of times the property floods a year has not been recorded, however there has been a noticeable uptick in the last decade.
  - Look no further than the issues Beach Road has been experiencing and DOT's challenges with that site, MV Shipyard is trying to address the same issues.

- It also interesting to note the DOT decided NOT to raise beach road at all. Thus the Shipyards commitment to 18" of elevation rise seems more than adequate as the property still needs to interact correctly with the Beach Road project.

- **IS there a critical threshold at which SLR will prevent operations?**
  - Of course, there is a level at which SLR will prevent all operations along the waterfront for all business. However until that time the Shipyard is trying to address these issues head on. When the facility was built over 175 years ago boat storage had to be along the waterfront. Today with more modern boat moving equipment boats can more easily be moved inland. Because of that the shipyard is trying to invest into the property for the best use possible, boater access, with docks that can rise and fall with the tide / sealevel change. Unfortunately this business can't fully retreat to higher ground, we are a water dependent use and we are trying to invest in the best way for the future of our business.
- **How was the 18" raising of the site determined in regard to SLR?**
  - The site raising of 18" was determined based on the elevations of the surrounding area and the HTL elevation of 1.4' NAVD88 coupled with a 1.0' storm surge. At this elevation (2.4' NAVD88) the current site would almost be completely flooded; however the proposed site would not be flooded at all.
  - Additionally the Edgartown Yacht Club just went through a massive renovation to deal with the flooding of the club on Edgartown Harbor. After extensive research they decided to raise the facility about a 1 ½ feet, the same amount as the Shipyard.

Transportation

- **Its important to note that proposed facility has NO**
  - Restaurant
  - Retail space on site
  - The traffic calculation used by the MVC was based on a "marina" of over 1000 slips with retail & restaurants on site
- **Beach Road Project**
  - This was not a staff question: However we have met with DOT at the District 5 office about the impact of this project on their Beach Road Project. This redevelopment plan was really well received. Specifically
    - They like the forward thinking of working with them before construction begins
    - They like the forward thinking of SLR
    - They like the reduction of curb cuts
    - They liked the improved site lines for vehicles entering / exiting the property
    - They liked proposed buffer zone along the road
    - They felt this would overall improve the Beach Road project and enhance safety on the roadway.

- **Will any of the parking spaces have EF charging stations?**
  - No, we do not plan on any of the parking spots having EF charging stations. Given the potential for flooding we did not think this made sense.

- **Is handicap access an issue? Will the True Grid surface reduce handicap access? (Spaces to trip over or get stuck in with crutches / walkers: will the spaces be field in?**
    - There are plans for making one dock handicap accessible. If handicap accessibility is pursued in the design, there are various products that can accomplish the project design goals of reducing impervious areas and promoting infiltration while still meeting the requirements of the Americans with Disabilities Act (ADA). For instance, according to TRUEGRID representatives, TRUEGRID can be infilled with specified gravel fill to make the surface ADA compliant. Other materials, such as permeable pavers or pervious pavement, could also be specified to be ADA compliant for utilization in the handicap accessible parking space(s) and walkways to create a path from a handicap parking space to the accessible dock. Permeable pavers or pervious pavement by design accomplish the same goals as TRUEGRID of reduced impervious areas and promote infiltration and could also be specified to meet ADA requirements at the designated locations.

- **Is an increase in foot traffic crossing Beach Road anticipated once construction is complete?**
    - No, we do not anticipate any increased foot traffic crossing the street. In fact we expect that the amount of street crossings to be down significantly as we are better able to utilize our own traffic flow and stage projects on the lagoon side of Beach Road.

Affordable Housing

- **The applicant has made no formal offer at this time.**
    - We formally are going to meet the $85,000 requirement of housing, required by the MVC due to the new 5,300 square foot building being proposed.
    - We have been working with the MV Savings bank to create a fund for 1st time home buyers who are MV Shipyard staff members. There will be an application process. They idea is to benefit our own staffs commitment to the island and community.
    - MV Saving's bank is close to finishing this document as there has been great excitement at the bank about this idea and the potential it has with other business in our community.

Local Impact / Abutters

- **How will this project improve and potentially benefit the surround businesses and residents in Tisbury and the island?**
    - This project has huge benefits to the surround business and residents. First and foremost it would be the first major development in the Waterfront / Commercial district in over 30 years. Thus it would help raise the tax base for the whole district. Additionally it might help to show a path towards future developments in district, again helping to grow the tax base and increase jobs in this zone. The project also shows a huge commitment to the environment and would help to establish a base line for other business in town.
    - This will result in a huge visual improvement on Beach Road, by improving site lines, creating a vista looking through the road towards the Lagoon Pond and the installation of a vegetation buffer along a section of the roadway.

Economic Impact

- **Is this project Consistent with local, regional, or station places such as Tisbury's Municipal Vulnerability Principles, Massachusetts Smart Growth Principles, or the Cape and the Islands Blue Economy Implementation Plan?**
    - Yes, we believe it to be right in line with all of these. We are trying to address the business' Vulnerability by not only raising the property grade but by also shifting some of our use to a more protected body of water.
    - We are as BLUE of an economy as it gets, we are trying to reinvest in the Blue Economy, Grow Jobs in the Blue Economy and partner with Sail MV to provide education / training in the Blue Economy

- **What is the regional impact of this proposal to the five other towns in terms of municipal services, taxes, visual impact, transportation, water quality or affordable housing?**
    - Municipal service
        - Impact should be low as we already have sewer and the impact on traffic should be a huge improvement
        - The Tisbury Fire department has expressed strong support for the project as the fire chief felt it would dramatically improve the fire departments ability to safely respond to an event at the facility
    - Visually
        - Impact should be a huge improvement along beach road, opening up a viewing corridor where currently there are just steel metal buildings.
    - Affordable house
        - We are working to create a housing fund for staff at the shipyard to help assist in buying homes for these year round jobs
    - Water quality
        - Huge improvement in nitrogen load reduction
        - Huge improvement in storm water runoff plan
        - Huge improvement permeable surfaces

- **Potential Economic Impact:**
    - Projects like this have a huge potential economic impact on town.
    - Current project
        - $80,000 in proposed town partnerships / shellfish mitigation investments
        - $18,000 in taxable increase on the MV Shipyard Property
        - $50,000 in new boat excise tax, this is minimum, for the community
        - $85,000 towards affordably house, per MV Commission guidelines
            - Year 1 = $232,000
            - 5 Years = $500,000+
    - There are a variety of impacts that are hard to quantify
        - 2 more year round employees will be hire as part of the project, these will be high paying, fully benefited jobs and their families will live / spend money in the community.
        - 2-4 more seasonal employees that will live and spend money in the community

- The ripple effect of this investment, over $2,500,000, will have on the taxable increase of property's all along beach road is significant.
- The addition of "new growth" on Tisbury's tax roll will allow for greater adjustment in the tax rate over proposition 1.5. This could be MASSIVE for the Town of Tisbury
- The taxable increase of $18,000 was based on the raw investment times the towns rate. However there is a STRONG argument to be made that the taxable increase on the property after the changes could be much higher due to the huge visual improvement it will make to the roadway / community.
- Boaters spending money in town
    - Fuel
    - Provisions
    - Heading out for the day and going to OB, EDG, Menemsha for lunch or drinks all is additional money spent in our community
- Transient boaters
    - While this facility is not for transient boaters, it's our hope that this facility will free up some inner harbor moorings in Vineyard Haven Harbor. Thus opening up space for the town to rent transient moorings and bring more dollars right to Main Street.
- Hopefully this project helps the community by being a leader of how development can be done in the waterfront / commercial district. There are several other business including G&B that would like to reinvest in town and the working waterfront, however to this date there has been no clear "path" on how this is done. If this project helps to lead towards the reinvestment into the water front of Tisbury the financial impact of this project is AMAZAING and frankly could be the most important project in town and on the water front in over 100 years.