



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

Martha's Vineyard Commission

DRI # 639 Tisbury Wharf Dredge

MVC Staff Report – 2013-10-04

1. DESCRIPTION

- 1.1 Applicant:** Tisbury Wharf Co. Inc.; Ralph Packer
- 1.2 Project Location:** Off of 158 Beach Road, Tisbury Map 9-C Lot 11
- 1.3 Proposal:** Dredge app. 5,600 cubic yards of material Vineyard Haven Harbor.
- 1.4 Zoning:** The location of the dredge is in the Vineyard Haven Harbor DCPC.
- 1.5 Permits:** Tisbury Conservation Commission for Wetlands Act Regulations and Tisbury Wetlands Bylaw Regulations; NHESP of the Massachusetts Division of Fisheries and Wildlife for review under Wetlands Protection Act (WPA) and Massachusetts Endangered Species Act (MESA); Massachusetts Division of Marine Fisheries for review under the Wetlands Protection Act (WPA); a Permit from the Army Corps of Engineers; Massachusetts Department of Environmental Protection under Chapter 91. May need a Harbor Use Permit from the Tisbury Board of Selectmen.
- 1.6 Surrounding Land Uses:** Marine uses
- 1.7 Project History:** The Tisbury Wharf was originally the Mobil Oil Terminal beginning in 1918.
- 1.8 Project Summary:**
- To dredge approximately 5,600 cubic yards of material from an 81,000 sf area in Vineyard Haven Harbor.
 - The main area of dredging would be taken down to a depth of 16'-17'. That area would be tied in to the current grade outside the dredging area with a 4 to 1 slope.
 - The largely clay spoils would be deposited upland on private properties owned by Ralph and John Packer on the west side of Lake Tashmoo covering an area of approximately 3-5 acres. The trucking of spoils to this location would take place between November and early January. The spoils would be partly dewatered behind a berm at Tisbury Wharf.
 - The purpose is to restore the depth to 16 feet so that ships do not lay on the bottom at low tide. According to Mr. Packer the last time this area was dredged was in the 1930's to a depth of 16 feet.
 - Currently several small cruise ships as well as large private vessels use the affected docks. The whaler Charles W. Morgan may make a visit to M.V. in 2014 and tie up at Pier 44.
 - **The applicant has had the proposed dredging area tested and will report results to LUPC on Monday.**

2. ADMINISTRATIVE SUMMARY

- 2.1 DRI Referral:** Tisbury Conservation Commission
- 2.2 DRI Trigger:** 5.1 A (Development in the Water).
- 2.3 Pre-Application meeting with staff:** July 12, 2012

- 2.4 LUPC:** July 16, 2012; October 7, 2013
2.5 Site visits: TBD
2.6 Public Hearing: Tentatively scheduled for October 24, 2013

3. PLANNING CONCERNS

3.1 Some Key Issues

- How and where will the spoils be disposed?
- Are the spoils contaminated in any way? When the spoils are deposited in an upland location could they leach into the groundwater?
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3.2 Environment

- **Vegetation:**
- **Habitat:** NHESP of the Massachusetts Division of Fisheries and Wildlife has determined that the project as currently proposed will not result in a prohibited take of state-listed rare species.
- **Landscaping:** The Tisbury Wharf Company would build a temporary berm behind which the spoils would be partly de-watered.
- **Open Space:** The location of the spoils has not been specifically identified.
- **Lighting:**
- **Noise:**
- **Energy/Sustainability:**
- **Waste Management:**
- **Water:**
- **Wastewater / Stormwater:**
 - Engineer Kent Healy took samples of the proposed materials and found it to be organic clay/silt.
 - The material is not allowed to be dumped at sea and is not suitable for beach nourishment.

3.3 Transportation

- **Access:**
- **Traffic Summary:** The spoils would be removed in trucks with a capacity of 25-30 cy. 5,600 cy divided by 25 cy results in approximately 224 trips.

3.4 Affordable Housing

- Dredging does not trigger the MVC Affordable Housing Policy

3.5 Economic Impact

- The pier would be more readily available for large boats that already dock there and which can only arrive and leave at high tide. Potentially larger boats would be able to dock at the three piers.
- The whaler Charles W. Morgan is tentatively scheduled to dock at Pier 44 in 2014.

3.6 Scenic Values

- **Streetscape:** a temporary berm behind which the spoils would be partly dewatered.

3.7 Local Impact/Abutters

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