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November 23, 2010

Martha's Vineyard Commission
33 New York Avenue
P. O. Box 1447
Oak Bluffs, MA 02557

Attn: Paul Foley, DR1 Coordinator-Planner

Dear Mr. Foley:

I represent Frank Gazarian and Karen Lento Gazarian of Chappaquiddick in connection with a proposal being offered to Mr. and Mrs. Richard Chasin in connection with certain aspects of the Chasin's subdivision, which is the subject to the Commission's meeting on December 2, 2010. My clients have asked that in addition to reading the enclosed that I ask that you distribute copies of the enclosed letter proposal to all the members of the Commission.

Thank you for your consideration.

Very truly yours,

Arthur A. Andersen

Enclosure

AAA/sf

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November 23, 2010

Mr. & Mrs. Richard Chasin
Two Appleton Street
Cambridge, MA 02138

Re: Frank R. Gazarian and Karen Lento Gazarian; Chappaquiddick Subdivision

Dear Mr. & Mrs. Chasin:

I represent Frank Gazarian and Karen Lento Gazarian in connection with matters involving their property and your proposed subdivision in Edgartown on Chappaquiddick Island. Our discussions of the issues and the property, has developed into a proposal which we believe would be beneficial to you and to my clients. We ask you to review the following and review with your counsel. Please ask your counsel to contact me to discuss any of the following particulars to the proposal:

FIRST: The portion of the land owned by my clients representing both Parcel G-3 and most of the stub road would be conveyed to you and would become part of a revised Lot 8 of your subdivision. For the purposes of squaring off the current Lot G-2, the proposal would have the eastern bound of Lot G-2 extended northerly (at the current point on G-2 where the bound begins the curve towards the northwest) to a new point of intersection with the Way. The land to the west of this new line would become a small partially triangular shaped parcel to remain land owned by my clients. The rest of the former stub road would be conveyed to you to become, along with G-3, a part of a newly reconfigured and vastly improved Lot 8 with approximately 200 feet of footage along the Way.

SECOND: An equivalent amount of square footage representing the total of the area contained within G-3 and the portion of the stub road which would be conveyed to you, would be added to the rear yard of that portion of the land owned by my client now called G-2. This land would be across the rear of G-2; the land coming from Lots 8 and 9 and essentially being a rectangular piece equal to the above referenced square footage to

be conveyed to you. Neither party would end up with different total square footage of land from that which they had owned prior to the swap.

THIRD: Your access to the improvements to be constructed on Lot 8 along your new frontage for the reconfigured Lot 8 would be along the eastern frontage of the former G-3 (within the first 30 feet of frontage from the eastern bound with "Cronig"). Your driveway would proceed along your said eastern bound continuing easterly of the existing tennis court and connecting with the path currently drawn on the plan to the dwelling on Lot 8. This access through G-3 would be restricted to only Lot 8's use and would not be access for any other lots.

FOURTH: Along the new bound between the land of my client and the newly reconfigured Lot 8 (this is the new westerly bound of your new Lot 8 and the eastern bound of Lot G-2 as same is extended to the north and to the south), we would want a 30 foot wide area running the length of our common boundary and existing on your land to be designated as an area to remain free of any use except as undisturbed land. Any land that was cleared by your recent cutting of the current path to the tennis court would need to be replanted by you with native plantings to help nature along with its own regeneration of vegetation.

FIFTH: The current driveway/pathway along the western and southern bound of G-2 would be eliminated both in terms of your rights to use same and physically eliminated on the land. Any portion of these paths that remain on your land after completion of the proposal will need to be planted by you with native plantings to help nature regenerate itself; thereby erasing the paths on the ground.

SIXTH: A mutually acceptable view easement for the benefit of G-2 over a portion of Lots 8, 9 and 10 would be given to my clients. My clients have indicated to me that there have been prior discussions about a view easement and that your engineer has met with them. The details of same are not therefore spelled out herein.

My clients have reflected upon this proposal at great length and the more they reflect the more sense this swap of land and land rights seems to make. Your acquisition of approximately 200 feet of frontage on Jeremiah is the "Centerpiece" of our proposal. It makes Lot 8 considerably more valuable and allows you to maintain the area acquired consistent with it being the front yard for Lot 8. Furthermore my clients have contemplated what use they might make of Parcel G-3 with their land being physically separated by an actual driveway into Lot 8 and conclude that their use is more limited, and would not add as much to the benefit and character of the neighborhood. Whatever they might erect thereon would involve a relatively small structure on a small lot. Such use would not likely enhance the look of the overall area, nor increase property values.

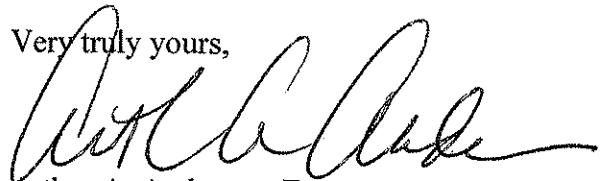
My clients also feel that the use and maintenance of the Way should become more formally regulated by creation of a formal Association of all abutters along said Way, who will access their land from the Way. Currently there does exist, a recorded agreement among some of the abutters but its structure is fairly informal in nature and it currently fails to include every land owner abutting and using said Way, including you as owners of Lots 8, 9 and 10 on your plan. Owners of these lots should have participation in future planning, use and improvement of the Way itself, including some responsibility to pay for its improvement and maintenance. As the potential grows for increased use of the Way, the owners of land along it must be concerned along with the Town that the Way will be kept open and accessible for police and fire vehicles and similar municipal concerns. We will be happy to discuss the creation of this Association with you and other neighbors and are looking for you to share your thoughts and hope you will support this concept and its implementation.

Finally, with regards to the land swap proposal herein the exact placement of the location of your access to Lot 8 from the Way, or the exact width of the area designated as the buffer area between G-2 and Lot 8 are made as serious suggestions by my client but we recognize that you will likely have some proposals in variation to ours. We would hope to discuss these and come to a resolution that allows the swap to occur to our mutual benefit. It is also contemplated that the engineering work necessary to amend your plans to reflect the changes herein would be of relatively small expense and would be handled by you as an amendment to the subdivision plans. Legal expenses (deed preparation, etc.) would be handled by each party reflecting normal and usual fees connected with the sale or swapping of land.

I have included two maps showing the land in question, one merely noting G-1, G-2 and G-3 and the stub road and Lots 8, 9 and 10 as currently existing and proposed, the other attempts to outline the changes verbalized herein. **NOTE:** green striped area would represent land of Gazarian to be conveyed to Chasin; red striped area is an approximation of the land area of Chasin to be conveyed to Gazarian; solid blue triangular area is the portion of stub road retained by Chasin and the yellow shaded area shows the area of land set aside as undisturbed land. Old access path and pathway to west and south of G-2 are whited-out and the new access along the easterly bound of Lot 8 is drawn in.

I look forward to hearing from your counsel. Thank you for your consideration.

Very truly yours,



Arthur A. Andersen, Esq.

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