

The town already rejected a
bridge this high

2014



I showed this architectural rendering

2014

VINEYARD



GAZETTE

Chilmark Rejects Squibnocket Plan

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Chilmark voters derail Squibnocket Beach plan, 83-81

Following a long and emotional debate, voters rejected a plan to build a new bridge to

TODAY

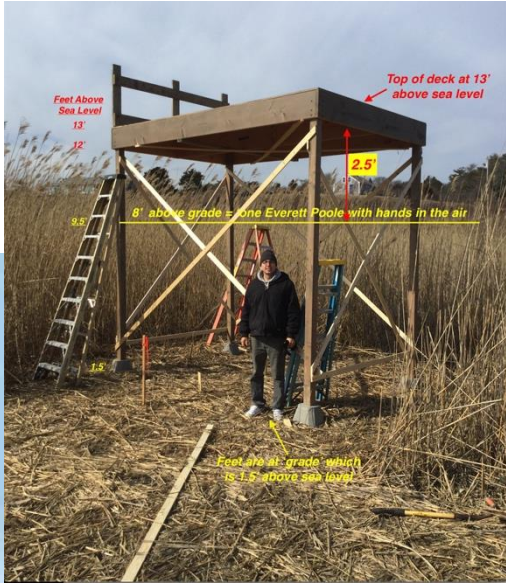
2016



2016



2016



How does this conform to town vote for a “low causeway”?

- Voters were told it would be a “low causeway”.
- Voters were told the causeway would “follow the contours of the land.”
- Voters were told height of causeway would be “at a level that limits projected wash-overs to several per year”
 - **At-grade road with low causeway**
 - Located far enough inland to avoid impacts of waves and major wash overs
 - Minimizes the wetlands approval issues
 - Follows the contours of the land, higher on the ends and lower in the middle
 - Height of the causeway to be at a level that limits the projected wash overs to several a year. based upon engineering considerations
 - Roadway and low causeway to be one lane with turnouts at the at-grade sections

Will of the people

- The current proposal is even higher above grade than the 2014 rejected proposal
- The causeway is engineered to not see a wash-over event for 50 years*
- If the causeway is built as proposed, it will only see a wash-over in a “major storm”**

*Mark Haley 1/06/16 Concom mtg ** Mark Haley 3/24/16 MVC hearing

Not trying to re-invent the wheel

- The Squibnocket Committee did this work:
 - Held 23 public meetings
 - Listened to 13 presentations
 - Reviewed thousands of pages of correspondence
 - Heard five experts provided by various interested parties
 - Attended multiple site visits
 - Hired environmental and coastal experts

Not trying to re-invent the wheel

- The committee's draft recommendation presented on Dec 4 was a low causeway 4-5'

Preferred Alternative

- Roadway close to Squibnocket Pond connecting with Squibnocket Road at the inland edge of the Orphanos/Jeffers and Weldon parcels
- Parking to be south of the new roadway
- The section of the roadway that crosses wetlands to be a low causeway, perhaps 4-5 feet in elevation
 - The height of the causeway to be low to limit the projected wash overs to several a year; should actual wash overs be more frequent than anticipated, a dune may be constructed to minimize adverse access

Not trying to re-invent the wheel

Even after the height was struck from the final recommendation, the committee continued to define the height of a low causeway.

DEC 16

Public Information Meeting: Jim Malkin discussed how to structure the upcoming public information meeting, which will be held at the Chilmark Community Center on December 18, 2014 at 7pm. He noted that the SFHA has indicated they will work with the process, and that Charlie Parker has made inquiries about the proposed elevation of the low causeway. The Committee's intent, of a height that would limit wash-overs to several per year, would, according to one of the engineers consulted by the Committee, might result in a causeway between four and six feet high.

THIS WAS TWO MONTHS BEFORE THE TOWN VOTE

Why has SFHA never demonstrated why a low causeway cannot be built?

- Why can't shading be eliminated with porous materials like metal grating with concrete wheel paths for sound abatement?
- Why can't the effects of storms in that location be dealt with by building lower and stronger?
- Why can't a low causeway intersect Money Hill lower – this is a driveway not a freeway?
- Why can't a low causeway follow the contours of the land?
- Bridges are level – this is a causeway.
- Is calling a soft solution “difficult” as Mark Haley stated on 3/24/16 reason enough to not pursue?

Managed Retreat

- Does the higher bridge require armoring money hill?
- Does armoring one end of the bridge defeat the entire concept of managed retreat?
- Does armoring one end of the bridge set a precedent for armoring the other side in the future?
- A bridge in the water is a significant safety hazard.



Squibnocket Beach with armored bridge

Low Tide at Squibnocket

This bridge is 30' from mean high water



This is what the beach will look like when their end of life proposal states they will begin thinking about new access

How does this conform to zoning in Squibnocket Pond Overlay District?

GENERAL REGULATIONS FOR THE DISTRICT

SECTION 12.6

A. The Site Review Committee shall review all applications for structures or for special permits within the District. The Committee shall be empowered to require that a Special Permit from the Board of Appeals be sought for any application which, in the opinion of the Committee, is not consistent with the purposes and intent of this bylaw. Guidelines for consideration shall include but not be limited to:

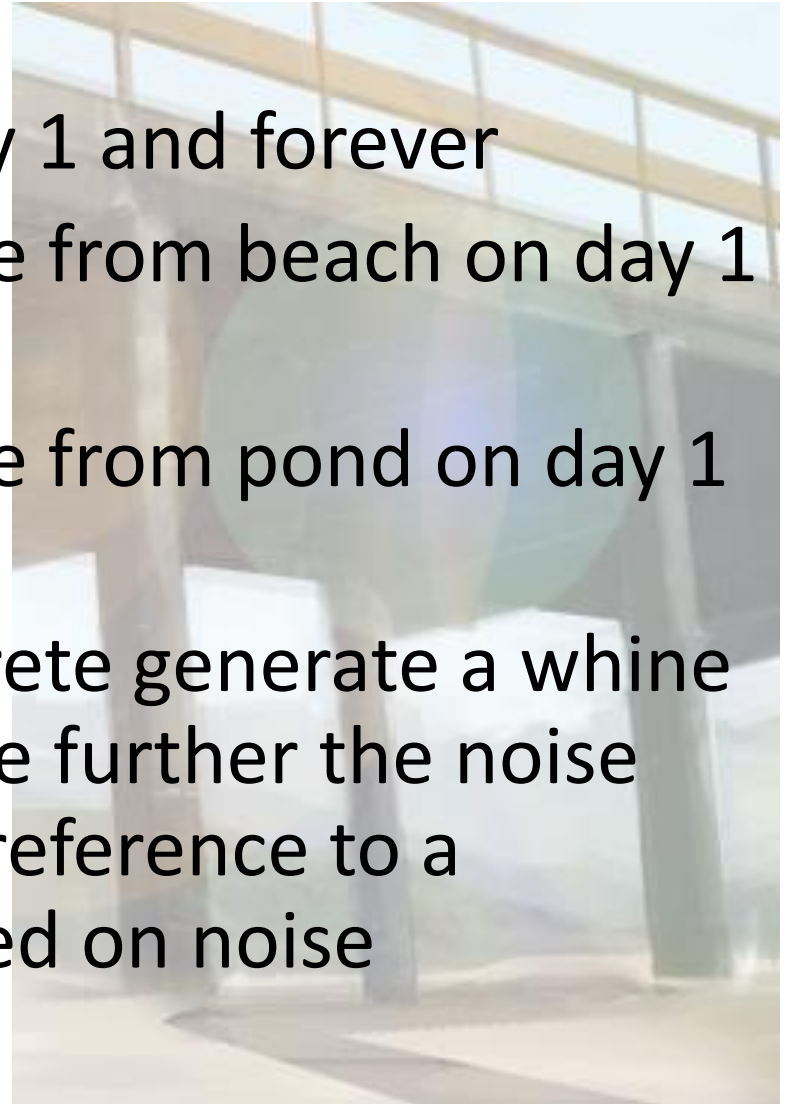
1. Development should be unobtrusive and subordinate to existing natural features and vegetation.

2. New structures shall not be built on ridges or hilltops, and intrusion into the skyline as viewed from public places shall be minimized.

*The causeway isn't just a structure, it would be the largest structure in the SPOD

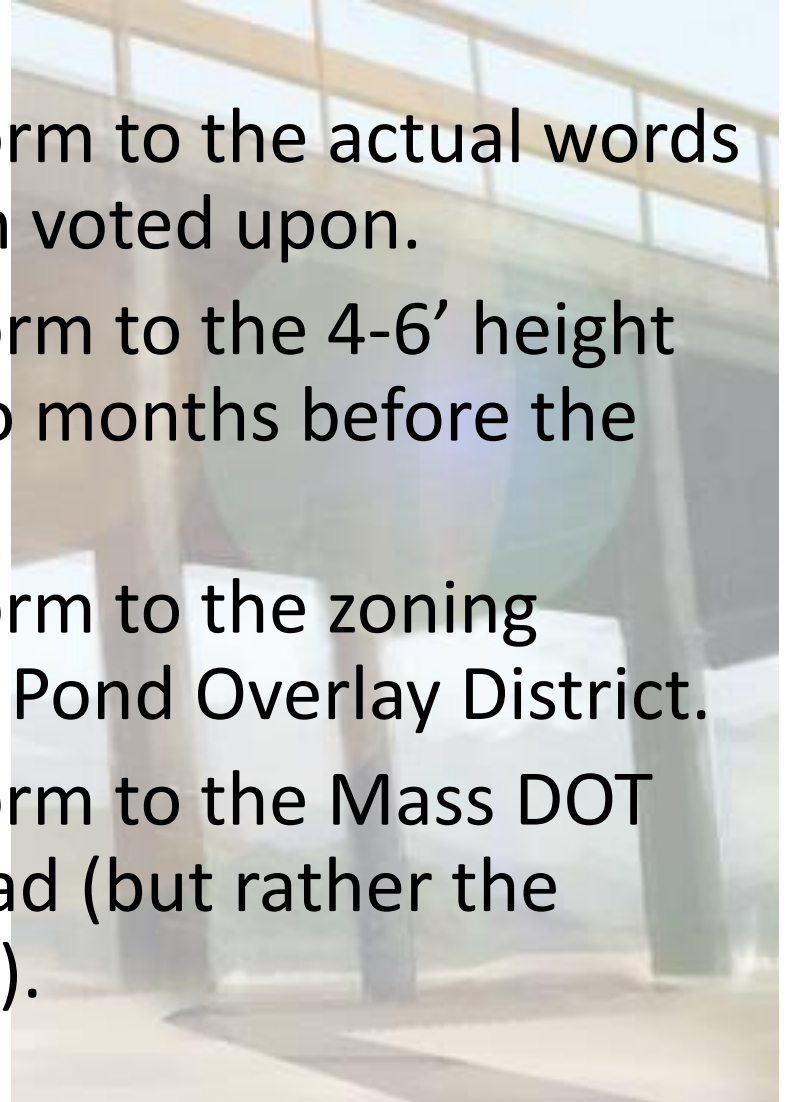
A blight on a treasured island resource

- SUNSET – blocked on day 1 and forever
- Concrete structure visible from beach on day 1 and forever
- Concrete structure visible from pond on day 1 and forever
- NOISE – wheels on concrete generate a whine – the higher structure the further the noise travels – SFHO make no reference to a restriction on speed based on noise



Summary

- This design does not conform to the actual words in the article that the town voted upon.
- This design does not conform to the 4-6' height Jim Malkin announced two months before the town vote.
- This design does not conform to the zoning bylaws of the Squibnocket Pond Overlay District.
- This design does not conform to the Mass DOT standards for a country road (but rather the standards for an interstate).



What am I asking MVC for?

- Reject this plan outright.
- Reject any plan that does not conform to the actual words in the article voted for by the town: “low causeway”, “several projected wash-overs per year”, “causeway follows contours of the land.”
- Reject any plan that does not conform to the SPOD zoning bylaws: “Unobtrusive”, “Subordinate to vegetation.”
- Reject any plan that allows for any revetments to remain.
- Reject any plan that does not place equal or greater value on the 100s of people who enjoy the rural beauty of Squibnocket beach as it places on a few homeowners wanting a bridge built to interstate standards.
 - Bridge should be low enough to be obscured by plants growing naturally in wetlands
 - End of life should be defined to protect the beauty of the beach and failing that then ultimately the safety of swimmers.
 - Speed limit should be enforced to reduce concrete road noise.