

Date: April 1, 2016

From: Tony Orphanos & Wendy Jeffers  
Charles & Elizabeth Parker

CC\*: Virginia & David Dawson (Riparian abutter)  
Richard and Sue Regen (Riparian abutter)  
David and Nancy Stork (Riparian abutter)  
John & Molly Callagy (Abutter)  
Zach Lee (Ridge above Squibnocket Pond)  
Robbie Lee (Ridge above Squibnocket Pond)  
Jack Taylor (Riparian abutter)  
Leanne Cowley & Stephen Galante (Abutter)  
Betsy & Ellen Goldmuntz and Jane Grady (Riparian)

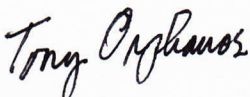
To: MVC Commissioners, Adam Turner, Paul Foley

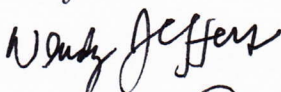
Dear Commissioners, Adam, and Paul,

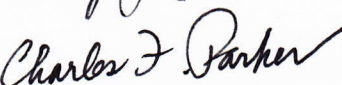
Thank you for your patience and courtesy in listening to our final comments last week at the hearing in Chilmark. We realize this has been a long process but there have been many positive outcomes as the various project elements have been reviewed. Hopefully, we can all reach closure as these last six issues are addressed.

'Final Comments - April 1, 2016' is attached.

Sincerely,

Tony Orphanos 

Wendy Jeffers 

Charles Parker 

\* Note: all cc's reviewed and personally approved the contents of this email.

Final Comments  
Squibnocket Project Abutters and Other Interested Parties  
April 1, 2016

At the Town Meeting in 2014, Chilmark voted unanimously for a *low* causeway solution for Squibnocket Farm. Although a soft solution would be preferable, the majority of the abutters have accepted the inevitability of a causeway. While much of the discussion has been focused on the causeway elevation, there are additional recommendations that address important aspects of the project.

### 1. Causeway Elevation

The proposed causeway in the current SFHA proposal is at least 2' - 3' higher than many had expected. ***Can the causeway be lowered without compromising the basic design objectives?*** SFHA representative Mark Haley indicated that a lower elevation could be accommodated through re-engineering.

***And, we recommend a re-run of the VHB shading model to determine if the revised clearance can mitigate shading concerns.*** Modeling should account for shading between the grade at 1.5' and the bottom of the concrete road deck.

### 2. Causeway Guard Rail

We are pleased that the guardrail has been lowered to 30" and designed to be more transparent in the latest proposal. This new design is excellent. Since this is not a pedestrian walkway, higher railings are not necessary.

### 3. Vehicular Traffic on the Causeway

***The project design needs to include provisions for the control of vehicles accessing the causeway (policies, practices, signage, gate, etc.).*** The vehicles that have legitimate access include residents of properties at Squibnocket Point, their guests, service vehicles, members of the private beach association, commercial fishermen, and the Town. Other vehicles should not be permitted to access the causeway because they will create additional round trip traffic and longer wait times for the causeway in either direction, resulting in unnecessary damage to the coastal bank and coastal dunes.

### 4. Separate the Kayak Launch from the New Boat Launch

***A more convenient kayak launch location should be included in this plan or there should be a mandate to create one immediately after this plan is approved.*** Two kayak alternative launch areas should be considered. The first is the existing launch area (kayakers would drop their kayak at the turn around area and launch would be in the same area as the current launch). The second is next to the Vytlacil lot. This second area may be more challenging and the bank may need some modification, but it should be evaluated, as it was one of the locations recommended by the Squibnocket Committee. The grade at the bank to access this spot may be steeper but the water is deeper at this point than at any area in the east end of the pond.

### 5. Protecting the Coastal Dune and Coastal Bank

***The plan should include appropriate fencing and signage along the coastal dune and next to the road adjacent to the boat ramp and across the road from the boat ramp.***

### 6. Queuing of Vehicles for the Parking Lot

Allowing for parking lot queuing next to former Vytlacil property is not a good plan as it creates a choke point by the entrance to the parking lot and to the access road where we will see traffic in two directions. ***There are two possible solutions: (1) allow queuing only on the project site and not on Squibnocket Road, or (2) place a sign at State Road indicating 'lot full' when necessary and provide an alternate location to park.***