

**Wendy Jeffers & Anthony Orphanos**  
61 Crosby Street, New York, New York 10012

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William Rossi, Selectman  
Town Hall, Town of Chilmark  
Chilmark, MA. 02535

January 14, 2015

Dear Mr. Rossi:

We are writing in further detail to augment our letter to you of January 8 regarding a lease of our ½ acre pond lot to the town at a nominal price under conditions consistent with our design parameters. After some consideration, we have decided that the best way to proceed with a lease would be a two-step process. The first step involves reaching an agreement with the Selectmen on the key design elements of the parking and access proposals, which this letter will address. Once we have reached that agreement, the second step would involve working through the details of the lease agreement. Please understand that our primary goal is to quickly find a successful agreement.

There are three distinct design elements: parking and kayak launch, access and utilities and the low elevated causeway.

Parking and Kayak Launch: We have worked out an alternative design that we present for your consideration in the attachment below. We would like the Selectmen to accept this amendment to the Squibnocket Committee's proposed layout for the parking and kayak launch areas. We believe that our amendment offers significant advantages including efficient design, equivalent parking capacity and minimal construction expense. The Selectmen, in their administrative capacities, will need to secure an agreement with Peter Weldon for the use of the Weldon pond lot, consistent with this design.

Access: We have mapped out a one-lane gravel roadway connecting Squibnocket Road and the Squibnocket Farm Homeowners Association (SFHA) causeway and offer this design for your consideration. In addition, we will offer SFHA the right to run utilities underground on our pond lot. The Selectmen, in their administrative capacities, will need to facilitate a Right-of-Way agreement with SFHA in consultation with our attorney.

The Low Causeway: We will rely on the Selectmen to secure an agreement with SFHA for a set of design parameters for the causeway that are consistent with the Squibnocket Committee's recommendations. The Squibnocket Committee's "preferred alternative" – a low causeway 4-5 feet in elevation -- is acceptable to us.

We are encouraged that the Squibnocket Committee and the Selectmen have arrived at a solution that we can support and we are confident that we will be able to work through these design points quickly. As soon as all of the parties identified above are in agreement about the design fundamentals, we will move ahead with the final lease terms.

We have worked hard to try to help the Town shape this solution and are looking forward to moving ahead as expeditiously as possible

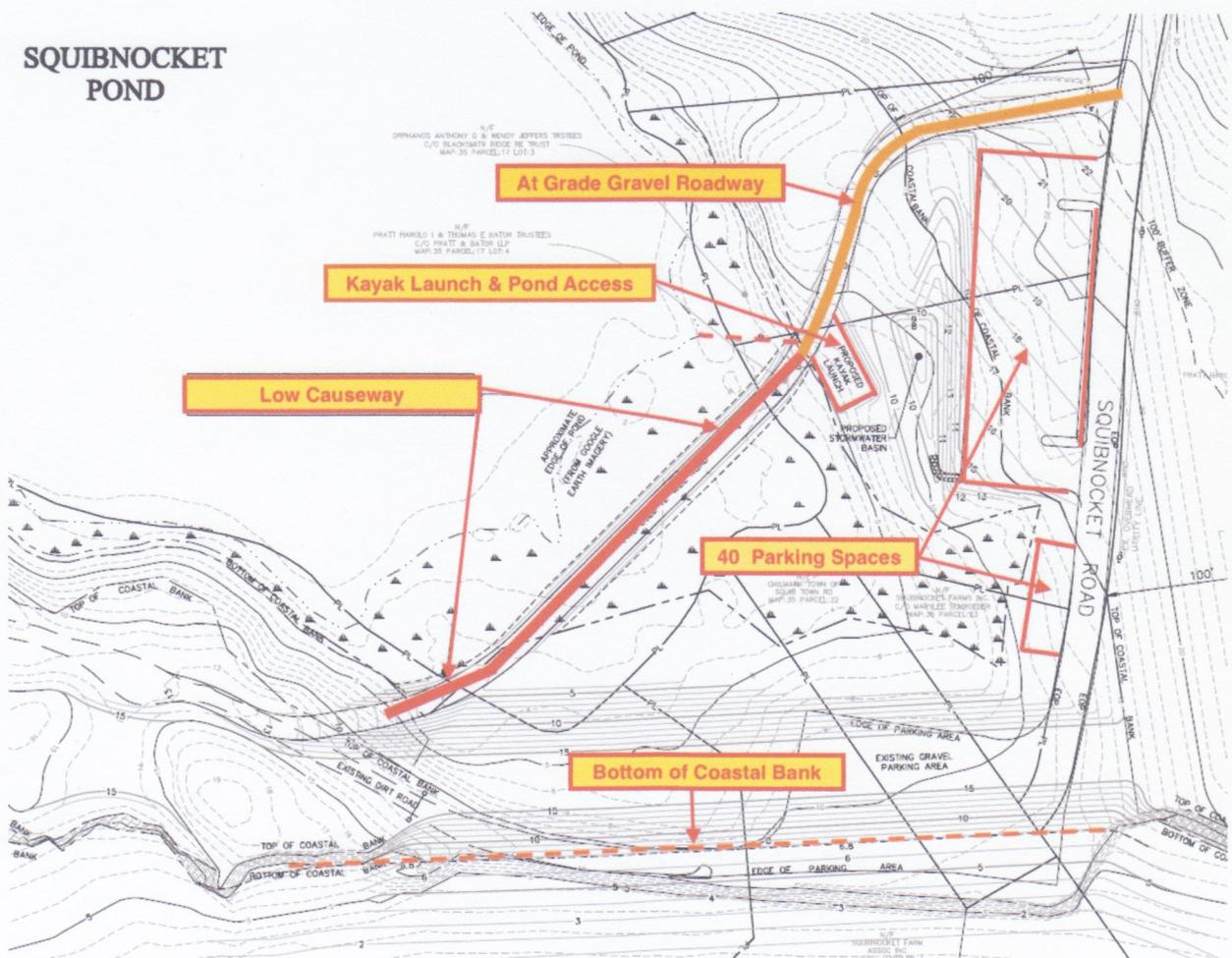
Best regards,  
Anthony Orphanos & Wendy Jeffers  
cc: Doug Liman, Charles Parker, Peter Weldon, et.al.



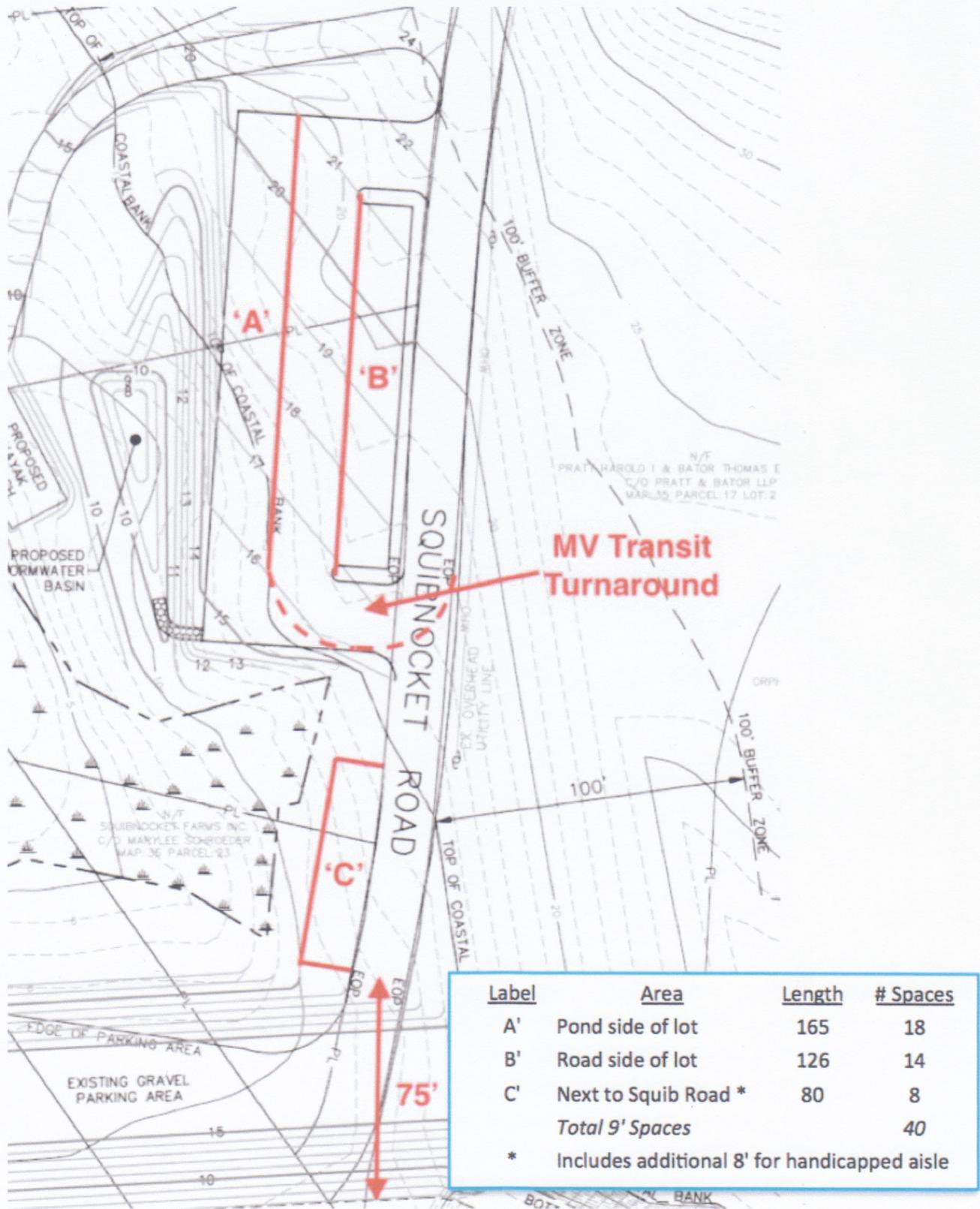
## Attachment

The Attachment addresses five basic elements of the plan – please review the maps below:

- Parking in two separate locations
- Kayak launch and access to pond
- At grade gravel roadway
- Low causeway across the wetland
- Restoration of coastal bank



**Parking Solution:**

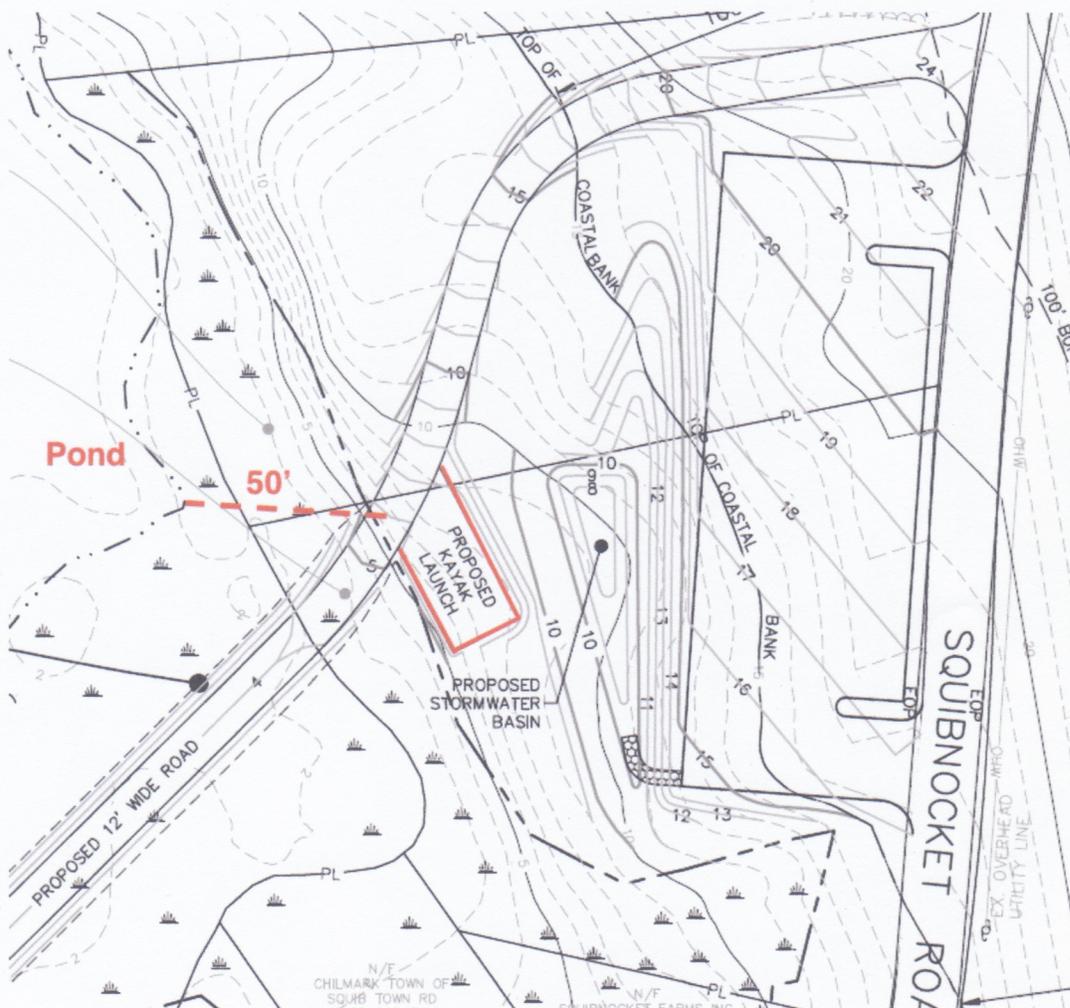


#### KEY ELEMENTS OF THE PARKING SOLUTION;

- Squibnocket Road should be repurposed as a one-way return route for vehicles leaving the parking lot. This would enable a parking design west of the road with a one-way aisle.
- Vineyard Transit Turnaround: The 29' bus turnaround radius could be incorporated directly into the parking lot design. Buses would enter at the top of the parking area, drop off their passengers at the bottom of the area, and turn around at that point.
- Handicapped parking: An area below the parking lot and bus turnaround (labeled 'C') could hold an additional eight spaces, and be available for handicapped parking.
- Number of spaces: The above design allows for 40 spaces using Commonwealth of Massachusetts and Town of Chilmark standard dimensions for car spaces and aisles (9' wide parking spaces and 24' wide aisles). We have completed a dimensional analysis of the existing parking lot using these regulation parking spaces and aisle widths -- the current lot is actually undersized for 40 cars.
- Visual screening: A landscaped berm on Peter Weldon's land sufficient to screen the parking lot will be required to protect the western view over the parking. Likewise, plantings to help to screen on the north and west sides of the parking area will be required.
- Replication of plantings in existing parking lot: Because native plantings are being removed to build a new parking lot on a protected coastal bank in the Squibnocket Pond District, new plantings should be replicated onto the existing parking lot.

## Access to the pond

Due to the uneven terrain, the suggested location for the kayak launch is at the western intersection of the ½ acre lots:



The kayak launch can be easily accessed via the new section of gravel roadway on the Jeffers/Orphanos lot and would be located at the edge of the delineated wetland in close proximity to the pond. The drop-off area is approximately 50' from the pond and includes a slope of 4' - 5' across that distance.

- Access to pond: The 50' access to the pond should include an improved walking path suitable for carrying a canoe or a kayak or small dinghy, restricted to the private use of Chilmark residents.

### **At - Gravel Roadway**

An at-grade gravel roadway will be constructed and maintained by SFHA on Jeffers/Orphanos property to connect with the low causeway at the intersection of Jeffers/Orphanos and Weldon ½ acre lots: be

- Location: R.O.W as defined by our engineers
- Width: 12' (country/subdivision road)
- Slope: Not to exceed 10% (consistent with Planning Board guidelines).

### **Low Elevated Causeway**

- End-points: The ideal location for the eastern end-point of the low elevated causeway is at the intersection of the two ½ acre pond lots, close to the edge of the delineated wetland. The western end-point should be located it as far back from the shoreline as possible - approximately 100' from the top of bank.
- Proximity to the pond: We would prefer for the causeway to be located 60' back from the edge of the pond to allow natural screening on both sides to mitigate sound and visual impact. Finally, we have found a constructive use for the phragmites which have colonized in the pond
- Construction: The quietest surface should be used (probably concrete).
- Railing: DOT criteria for guardrails is 27".
- Elevation of low causeway: We support the Squibnocket Committee's Recommendation for a low causeway across the wetland with an *elevation of 4' - 5'* (Draft Recommendation - Dec 4) -- our understanding is that this refers to the top elevation of the road surface.
- Wash-over: We also support the committee's recommendation that the 'height of the causeway to be at a level that limits the projected wash overs to several a year, based upon engineering considerations'.
- Width of causeway: Single lane, as recommended by the Committee. (Chilmark by-laws support a 12' width for this location.)

### **Utilities**

A right-of-way will be granted to allow the installation of underground utilities on the Jeffers/Orphanos pond lot. Any change in the underground utilities route will necessitate the removal of existing utility poles along Squibnocket Road by SFHA.

### **Summary:**

Our engineers have developed the location and initial design for the entire area including the parking lot locations, the kayak access and the at-grade gravel roadways and are available to develop these plans to completion. Given the work that has already been performed, this would seem to be the most cost efficient way to move forward.

## Coastal Bank Restoration

The rendering below by Michael Van Valkenburgh Architects shows how the restored coastal bank & beach and parking area might look. Please note that the 8 vehicle lot "C" referred above is not included in this drawing which would be located at the bottom of Squibnocket Road, above the beach access path at the lower right.



The Squibnocket Committee recommended that work to restore the coastal bank may be appropriate, allowing for *"the potential for a future dune"*. The Committee recommended that the Town consider undertaking such work *"once the beach reaches equilibrium"*. However, they stopped short of including coastal bank restoration work within the present scope of the project. Our engineers believe that a wait-and-see approach could be risky. Below, we list the advantages of including coastal bank restoration as part of the overall project, in the hope that the Selectmen will make this work part of the recommended project scope.

- Money Hill roadway and causeway endpoint: Possibly the most compelling reason for the restoration of the coastal bank is to ensure that the Money Hill endpoint of the low causeway will be protected for the entire period of the causeway's planned longevity (50 years).
- Pond side bank of Money Hill: A storm surge from the south east could channel overwash in the area around Money Hill (where the SFHA causeway is currently located) and erode the pond side of the Money Hill bank. This has already happened in the early '90's. The topography of Money Hill reveals its fragility on the pond side where the bank falls away sharply toward the pond.
- Protection and enhancement of the beach and shoreline: A restored coastal bank should provide a sediment supply for the beach allowing for nourishment via the bank. Additionally, a restored coastal bank will protect the upper edge of the beach from 'coving' into an irregular shape behind the existing causeway, which could exacerbate over wash problems.