

Squibnocket Beach and Parking Committee
Key Decisions and Next Steps

April 12, 2013

1. The goal is to develop a comprehensive and coordinated plan to preserve or expand the Town Beach, possibly relocate the parking lot, accommodate and help the Squibnocket Farm Association develop a long term plan for ingress and egress to their homes.
2. A short term Squibnocket Beach and Parking plan will be developed for this summer. Memorial weekend is only 5-6 weeks from now.
3. Target developing a long term solution for Town Meeting consideration later in the summer or fall with a goal of executing portions of the plan starting this fall. Consider CPA funds as a possible source of revenue.
4. Work with Reid Silva and get updated site plans as follows:
 - a. Plot the lot lines of the four parcels that the Town leased in 1950 as show on the 1950 site plan onto a current survey of the lots and lot lines. Delineate the current pond and ocean shorelines. The goal is to see how much of the leased land is left.
 - b. Site stake the northwest lot line (127 ft. as shown on the assessors map) for Map 35 Lot 23 for a site visit by the Committee.
 - c. Plot the current lot lines of the neighborhood lots – Map 35 Lots 17.2, 17.3, 17.4, 23, 20, 21 and the “Town Road” onto a current overhead google earth photo of the land. The goal is to get an accurate understanding of where the pond and ocean shorelines are located in relation to the various lots.
 - d. Delineate all wetlands and streams on a., b. and c. site plans listed above.
 - e. Plot the location of the buried utility lines -- power, phone and cable -- down Squibnocket Road to the southeast corner of the parking lot and then show their underground location to the electric gate on site plans a., b., c.
5. Jo-Ann will research the historical location of the herring run.
6. Clearly define who owns Squibnocket Road from the parking lot to State Road.
7. The Squibnocket Farm Association “Plan for a Bridge” will be tentatively available for discussion in early June.
8. Wendy will contact her brother to discuss the possibilities of:
 - a. Leasing a portion of the beach to the east of the parking lot on Map 35 Lot 17.2.
 - b. Leasing Map 35 Lot 17.4.
9. The next meeting will be scheduled when Reid Silva’s site plans are ready for review. The Committee will also make a site visit as part of the next meeting.

April 30, 2013

1. The key decisions from the April 12th meeting were verified.
2. The site plan for the Town's leased property was plotted onto a current visual of the area and shoreline. The current (April 26, 2013) mean high water mark was also surveyed and plotted. The mean high water mark is at the base of the parking lot revetment and turns the corner north at the east end of the parking lot. A significant portion of the Town's 1950 leased land is now in the ocean.
3. The breach into Squibnocket Pond was reviewed by Jo-Ann along with the herring run location.
4. The Squibnocket Road ownership was reviewed from Town Meeting in 1910. The road is public by prescription.
5. Wendy Weldon will continue discussions with her brother about leasing Map 35 Lot 17.4 and perhaps a portion of the beach front on Map 35 Lot 17.2.
6. Jo-Ann will research and determine the technical definition of the Squibnocket Beach. Is it a barrier beach or a coastal beach and bank? This designation may affect various actions and permitting regulations.
7. The Vineyard Open Land Foundation (VOLF) option for a Town beach and parking area will be pursued by Bill Rossi and VOLF. The area would run west of the current gate and include the land south of the roadway to the mussel bed and point. The parking area would be located such that the access roadway into Squibnocket Farm does not run through the parking lot. The Committee will be apprised of the progress as appropriate.
8. The four stakes of the surveyed north lot line of Assessors' Map 35 Lot 23 were viewed and will remain in place. The stakes mark the northern-most boundary of Town-leased land from the Squibnocket Farm Association.
9. The Squibnocket Farm Association will continue pursuing the bridge concept and review it with the Committee.
10. The next Committee meeting will take place when the bridge concept is ready for discussion—tentatively targeted for June.

June 27, 2013

Mark Haley of Haley & Aldrich presented a rough concept for a potential new roadway to provide ingress and egress between Squibnocket Farm and Squibnocket Road. Attorney Peter Alpert and Daniel Padien participated via conference call. The concept proposed a 400-foot long raised roadway supported by concrete-filled steel pilings—similar in design to the newly replaced drive-on dock in Menemsha Basin. Key features included:

1. A pre-cast concrete deck with wooden decking on top and wooden side rails to provide a more “rustic appearance”. The structure is designed to be above the calculated maximum wave height. It is understood the roadway may be awash in isolated extraordinary storm events and is designed to last between 50-75 years. The design provides 80 tons of support and allows the support piles to absorb the majority of the wave force—rather than the roadway decking.
2. Piling spacing and deck height will allow shell fishing skiffs or other small pleasure craft (kayaks etc.) to pass underneath the roadway for Squibnocket Pond access.
3. Existing buried power and utility lines will be diverted from the current union at the extreme southeast corner of the current parking lot to the north along the side of Squibnocket Road. The lines will be in conduit and run above-ground underneath the proposed roadway deck.
4. The width of the roadway deck is currently 15-16 feet. This width will allow for one lane of vehicular traffic to pass while providing additional space for pedestrian and bicycle traffic.
5. Additional thought and discussion is needed to determine the appropriate roadway width to accommodate heavy traffic periods during the summer months. Provide turn outs? Make the deck 22 feet wide to provide two-lanes of traffic flow at all times? Other suggestions?
6. One committee member expressed an opinion that the proposed roadway is not needed. He suggested maintaining and repairing the existing dirt roadway and relocating it to the north as dictated by the natural shoreline accretion to the north—as done up until now. In discussion this was thought to not be a practical solution given the frequency and impact of recent storms, the accelerated rate of erosion, heavy (truck) vehicle use and the current mean high water mark -- which is at the base of the parking lot revetment.
7. It was also discussed the proposed raised roadway will have a more favorable impact on the environment and water resources as water will now flow beneath the roadway in a more natural fashion—versus having a costal engineering structure for protection (revetment).
8. Next steps were not discussed as this is a rough concept that was presented for Committee input purposes. A next meeting date was not established.