

MARTHA'S VINEYARD

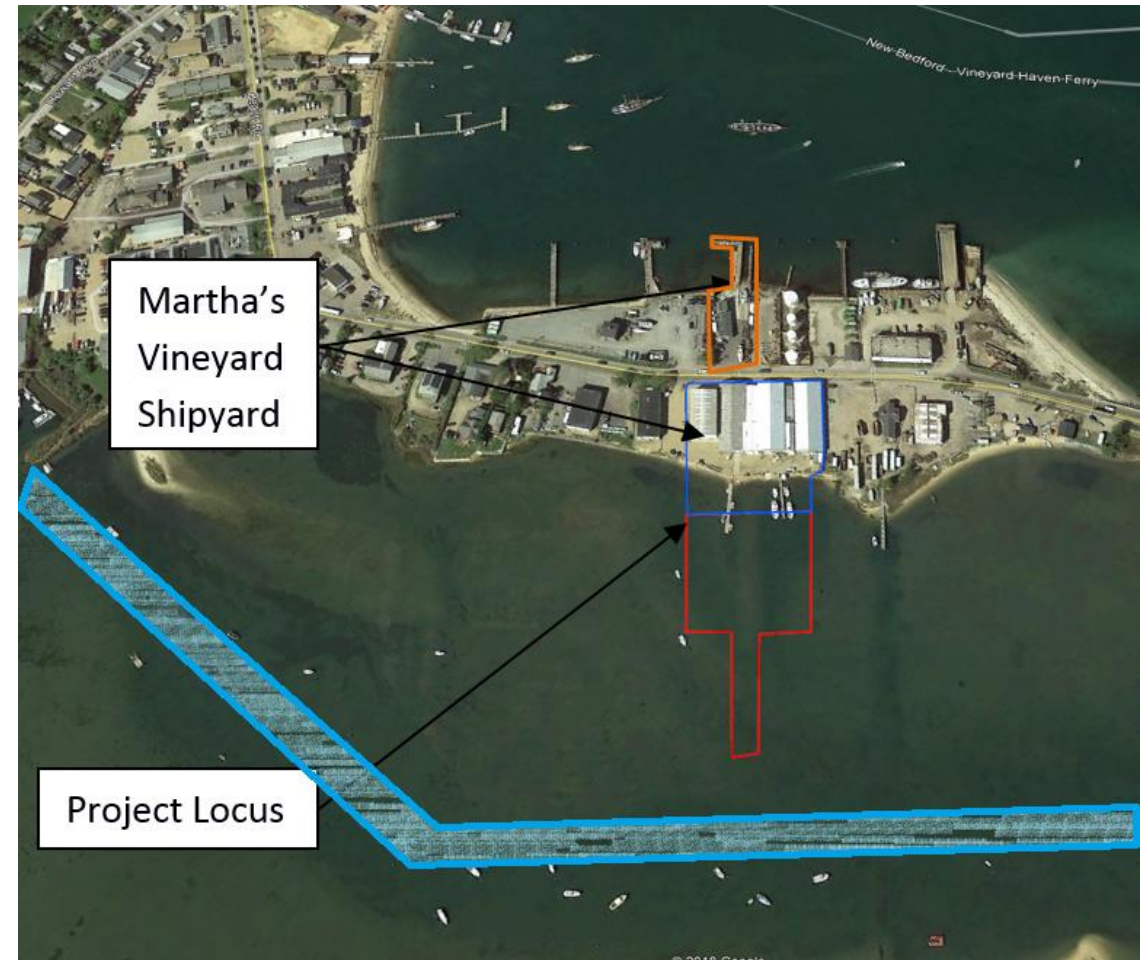
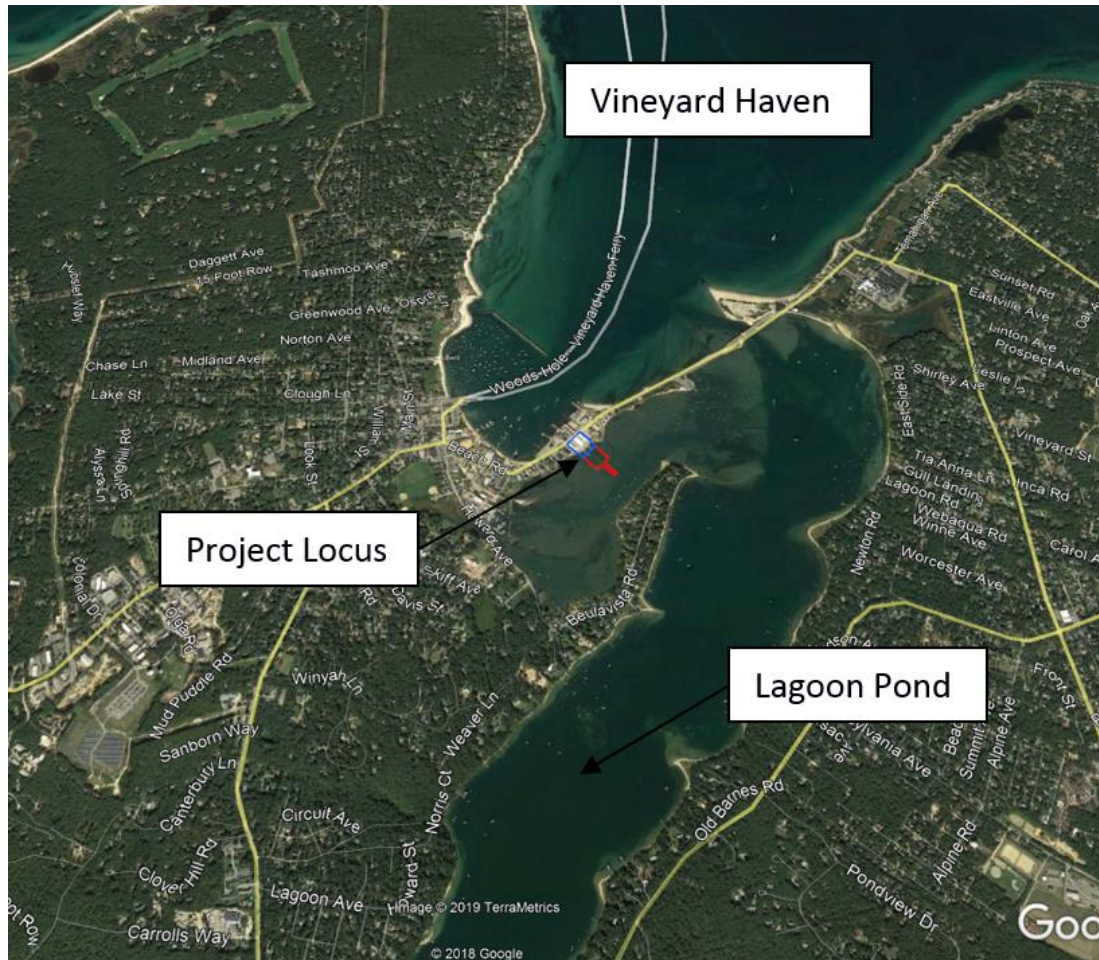


SHIPYARD

Martha's Vineyard Shipyard – Re Development

- Overview
- About the Company
- Challenges facing Martha's Vineyard Shipyard
- Zoning
- Working Waterfront
- Environmental Practices
- Proposal
 - Shore Side
 - Water Side
- Studies
- Community Partnerships
- Marketplace
- Conclusion

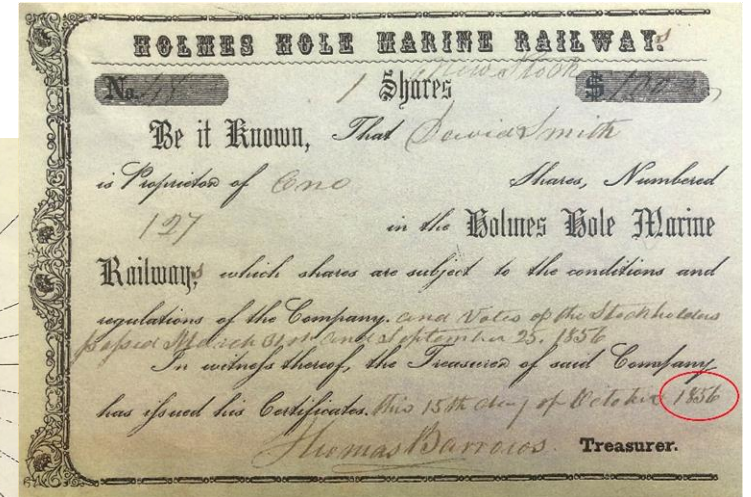
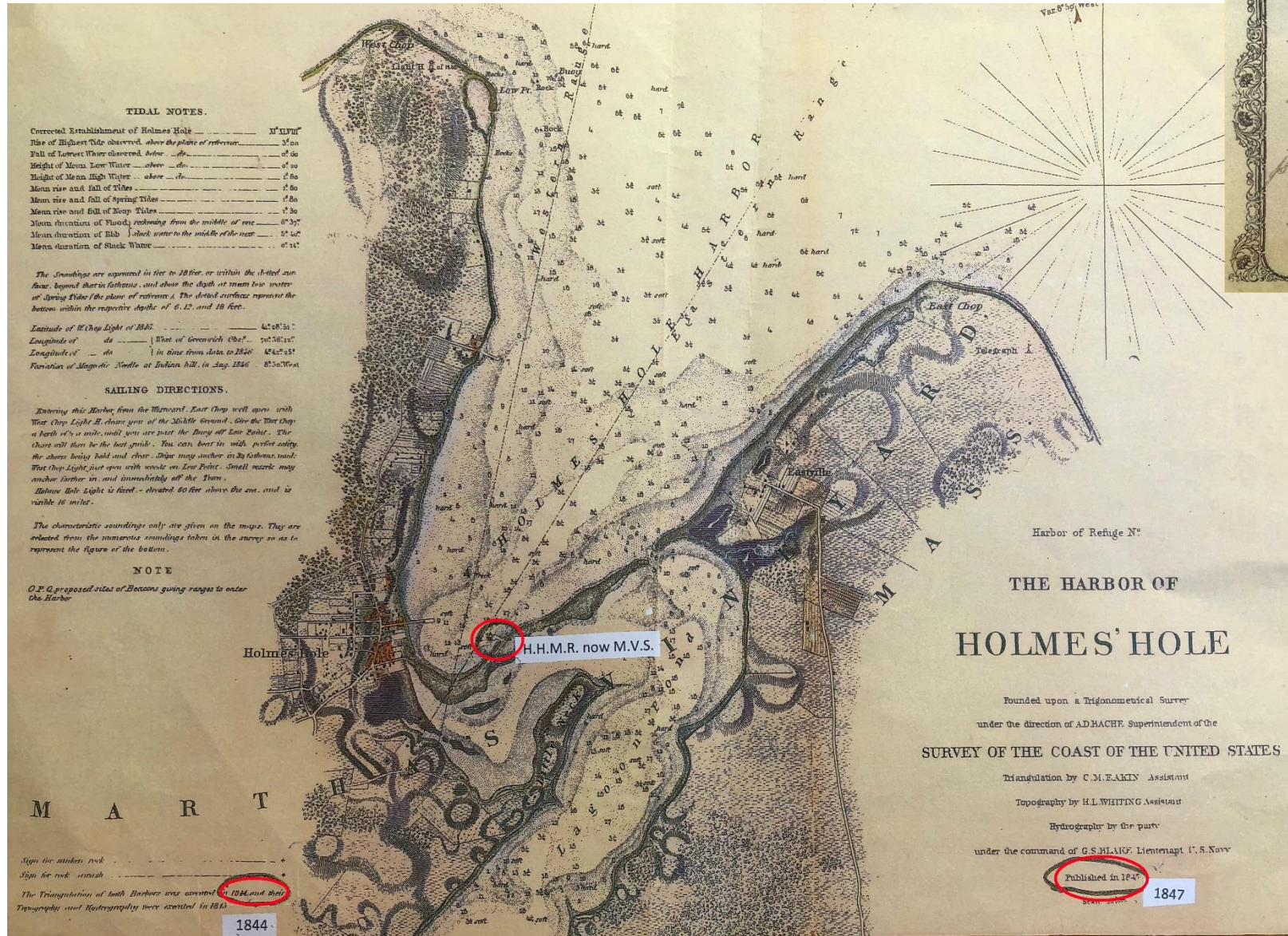
Overview



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HISTORY – 175 YEARS



WHO WE ARE NOW



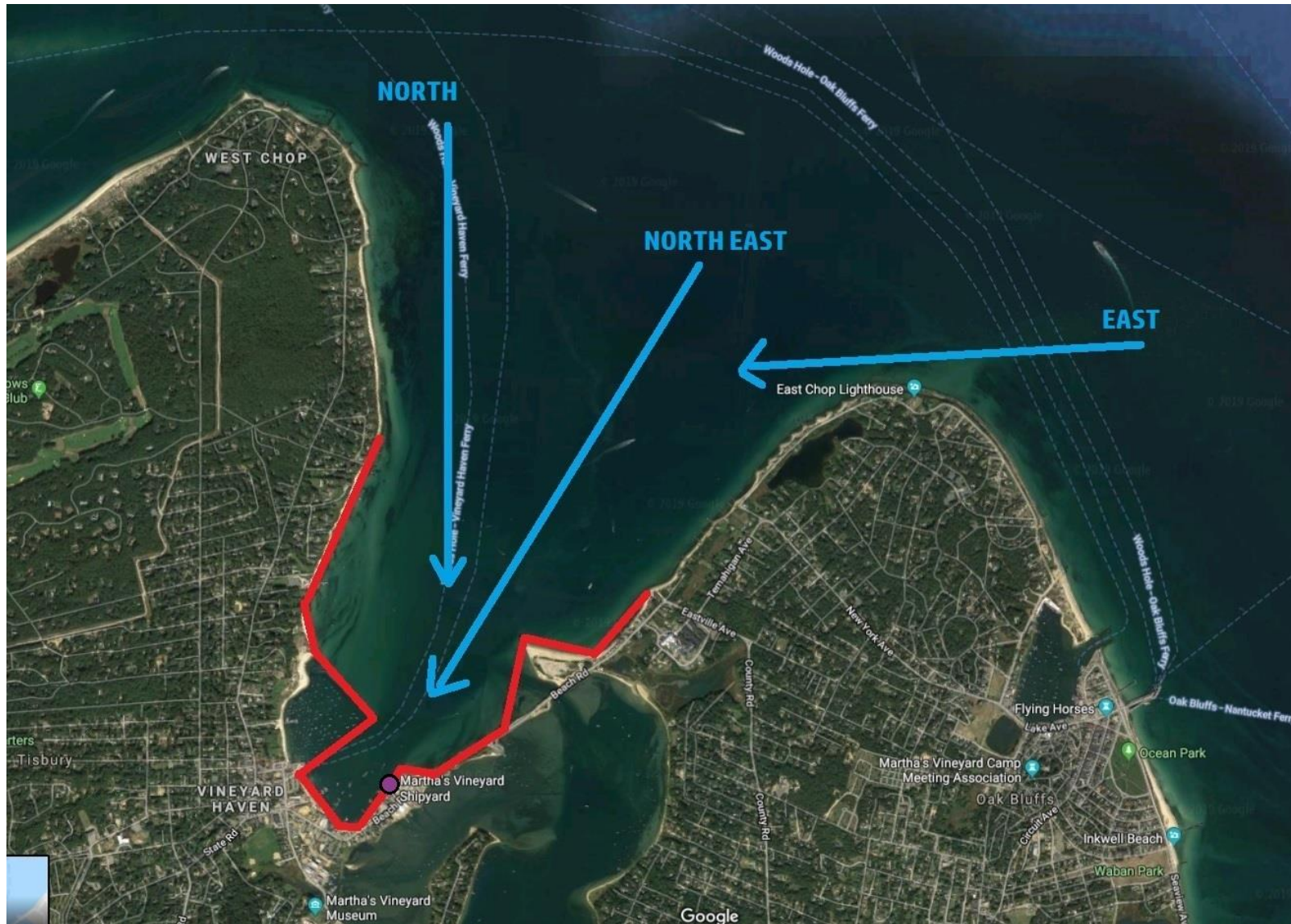
61 YEARS & 3 GENERATIONS



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AS WE LOOK FORWARD - Vulnerability



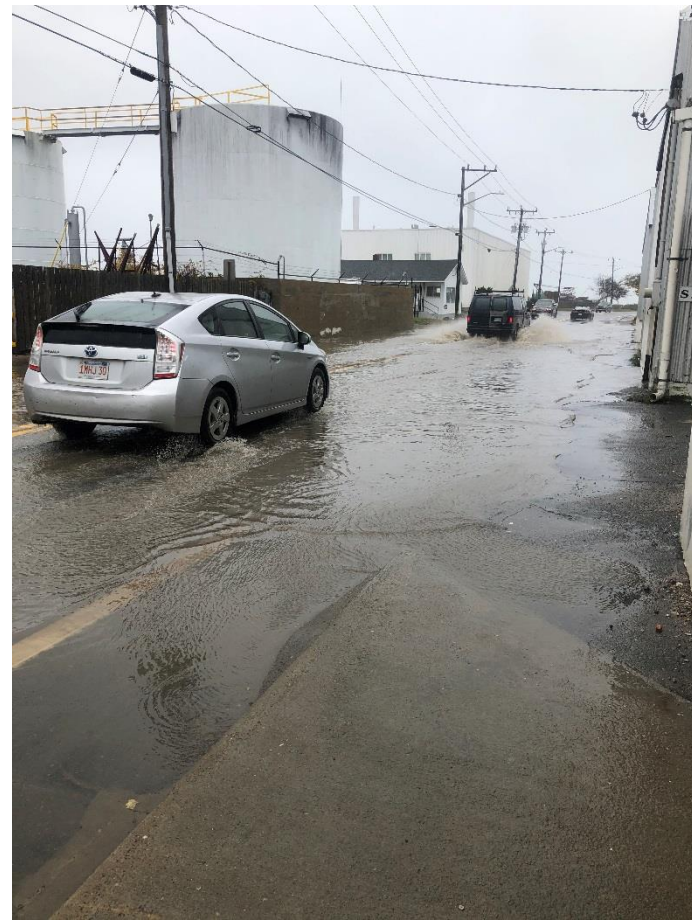
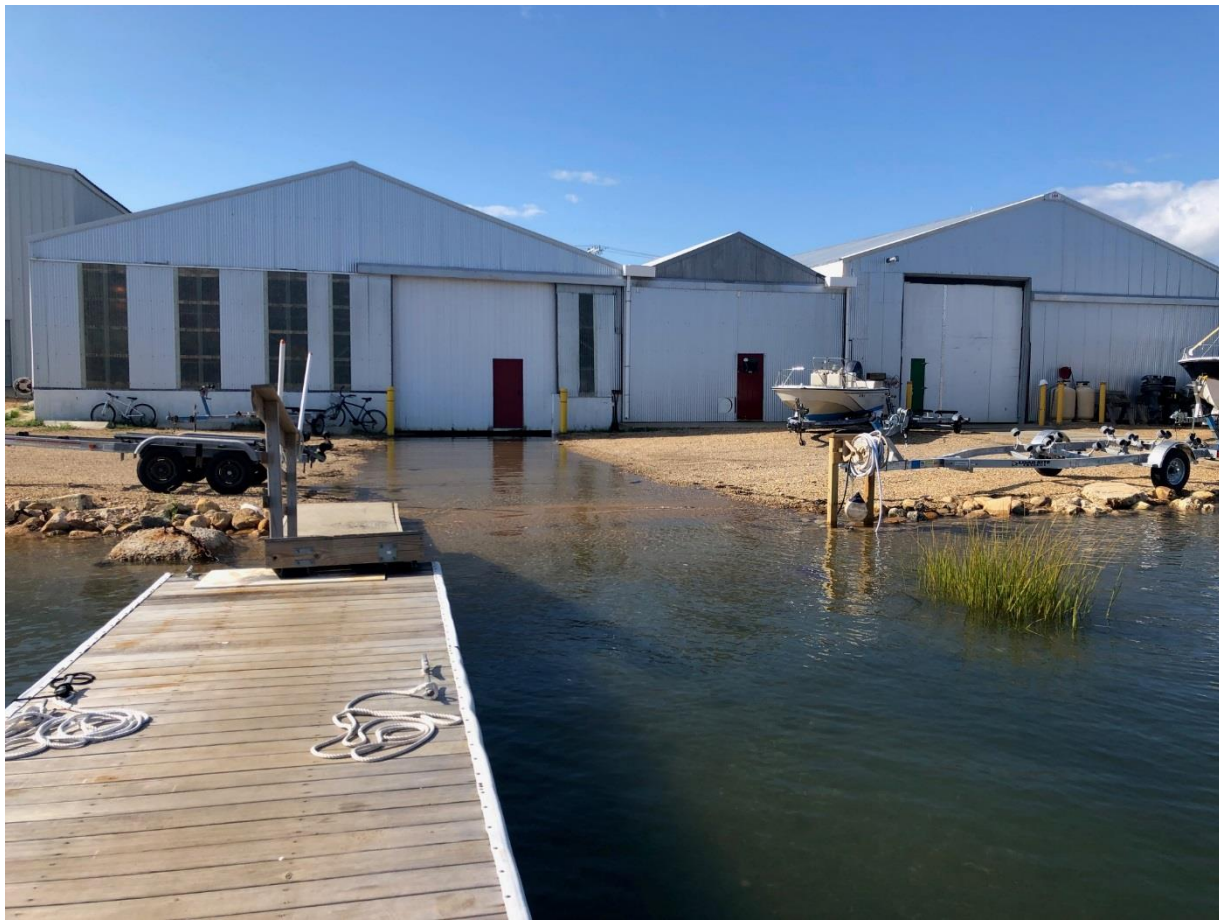
AS WE LOOK FORWARD – Vulnerability



AS WE LOOK FORWARD – Sea Level Rise



AS WE LOOK FORWARD – Sea Level Rise





AS WE LOOK FORWARD – Boater Access

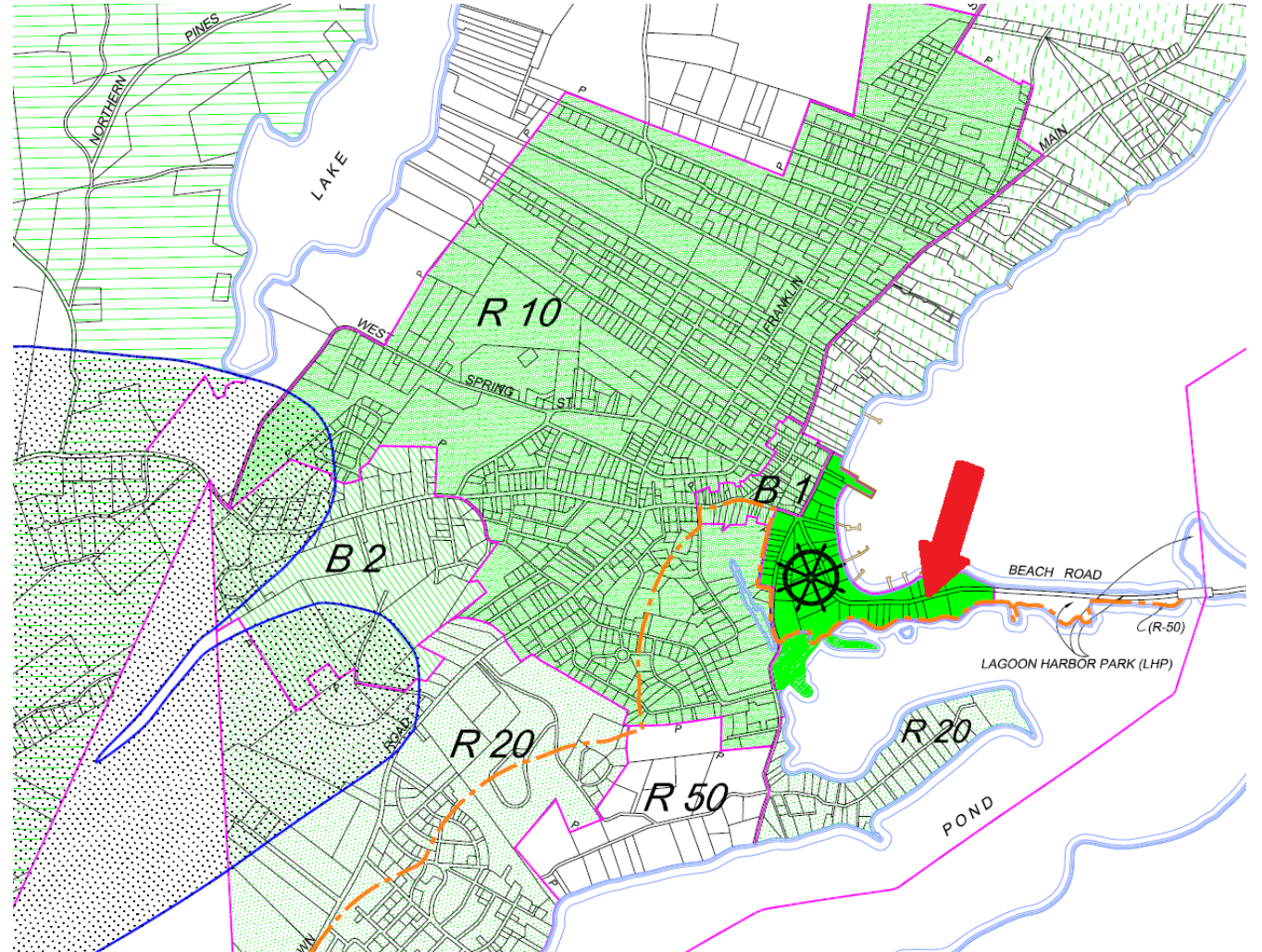
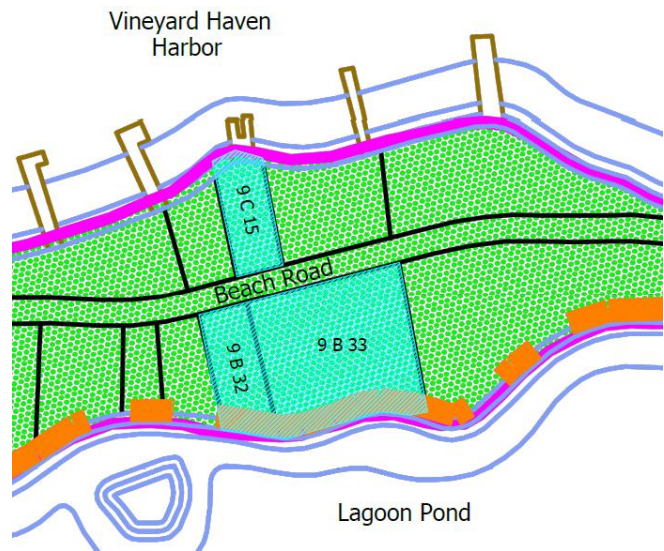
- In the last 10 years the island has issued over 1010 new home building permits
 - In the last 10 years NO town has added any
 - No new Moorings
 - No new Boat Ramps
 - No new Marinas
- “One of the most pressing needs island wide is the need for dockage for small vessels” - Charlie Blair, Edgartown Harbormaster
- “I see the great and ever increasing need for additional dockage especially for smaller vessels. The area presented by the Shipyard represents one of the only spaces available to meet this need” – Todd Alexander, Oak Bluffs Harbormaster
- “It is well known that there is a lack of dock and mooring availability on Martha’s Vineyard, as well as limited boat ramps.” – Ryan Rossi, Chilmark Harbormaster

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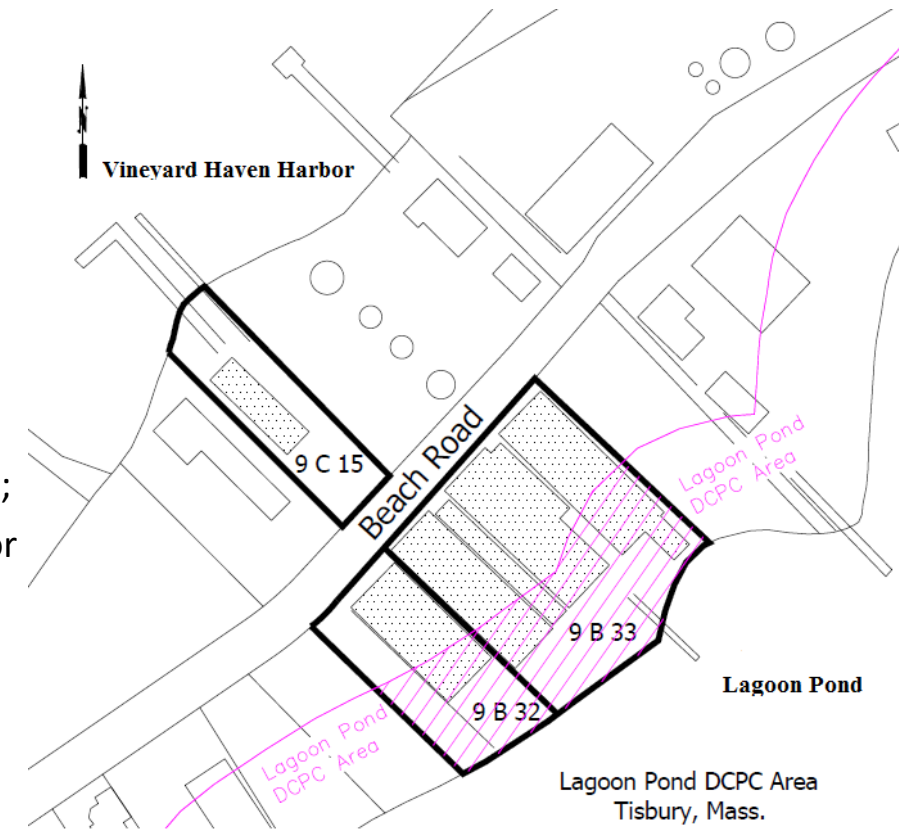
ZONING - WATERFRONT/COMMERCIAL DISTRICT

- The purpose of this District is to manage the character, function and integrity of Vineyard Haven's waterfront by: maintaining and enhancing the existing marine character and water dependent uses of the area; encouraging year-round businesses; improving water quality, promoting public access to the waterfront



ZONING – TISBURY WETLANDS

- 1.06 LAGOON POND D.C.P.C. AND LAKE TASHMOO REGULATIONS:
- Preface: Projects in and within 100 feet of Lagoon Pond and Lake Tashmoo or any resource area adjacent to Lagoon Pond and Lake Tashmoo shall, **if water dependent, be designed and constructed, using best available measures, so as to minimize adverse effects**, and if non-water dependent, have no adverse effects on the interests outlined in Section I of the Tisbury Wetlands By-law caused by:
- Alterations in water circulation;
- Destruction of eelgrass (*Zostera Marina*) beds;
- Alterations in the distribution of sediment grain size;
- Changes in water quality, including, but not limited to, other than natural fluctuations in, the level of dissolved oxygen, temperature or turbidity or the addition of pollutants;
- Alterations of shallow submerged lands with high densities of polychaetes, mollusks, or macrophytic algae;
- Alterations in relief elevations;
- The compacting of sediment by vehicular traffic;
- Alterations in natural drainage from adjacent lands; or
- The growth, composition and distribution of salt marsh vegetation.



ZONING – MASSACHUSETTS – CHAPTER 91

- Chapter 91, The Massachusetts Public Waterfront Act
 - “Protects and promotes **tidelands as a workplace** for commercial fishing, shipping, passenger transportation, **boat building and repair, marinas** and other activities for which proximity to the water is either essential or highly advantageous.”



ZONING



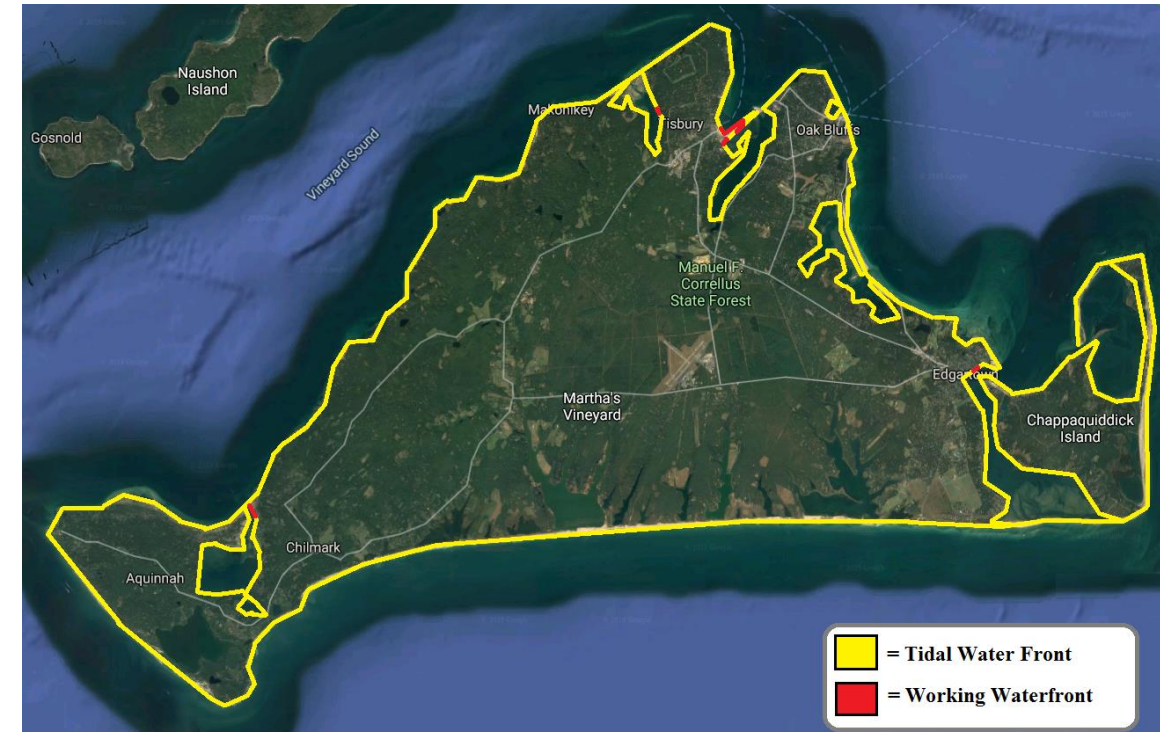
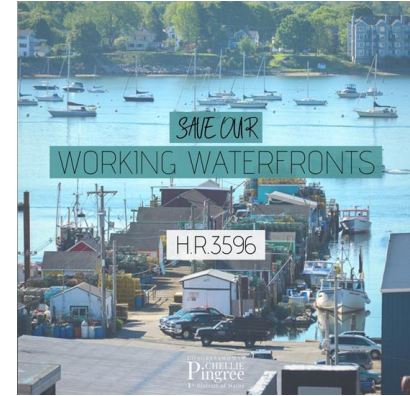
- Last year we spoke with
 - Tisbury Harbormaster – John Crocker
 - Tisbury Shellfish Warden – Danielle Ewart
 - Tisbury Conservation Agent – Jane Varkonda
 - MV Commissions Coastal Planner – Jo-Ann Taylor
- This Spring
 - Tisbury Planning Board – Pre application meeting
- This Summer we met with
 - Army Corp
 - DEP
 - EPA
 - Coastal Zone Management (CZM)
 - Division of Marine Fisheries
 - MEPA
- This Fall
 - Tisbury Town Administrator – Jay Grande
 - All current selectmen
 - MV Commission – Staff meeting
- Permits Needed & Who From
 - Martha's Vineyard Commission
 - MVC -Land Use Planning Committee
 - Tisbury Conservation Commission
 - Tisbury Planning Board
 - DEP (Order of Conditions)
 - Mass DEP Waterways
 - Chapter 91
 - 401WQC - Dredge permit
 - C.91 for proposed structures below MHW
 - Army Corp (ACOE) Permit
- A few organizations issues statements but no official permit
 - Division of Marine Fisheries (DMF)
 - NHESP
 - Coastal Zone Management (CZM)
 - MEPA
 - EPA

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Working Waterfronts – A Resource to Protect

- Federal
 - Keep Americans Waterfronts Working Act - Congresswoman Chellie Pingree (D-Maine) - Water-dependent commercial activities are the economic and cultural heart of many coastal communities. Working waterfronts support thousands of Maine jobs and billions of dollars in economic activity, but due to development pressures, they have been reduced to just 20 miles of Maine's coastline, which measures over 5,000 miles.
 - U.S. House Committee on Natural Resources – Just approved this bill to help establish a grant program to help support coast working waterfronts, 3 weeks ago
- State
 - Seaport Advisory Counsel - The Seaport Economic Council helps coastal communities develop and improve local assets to facilitate economic growth. The Seaport Council serves all 78 of Massachusetts' diverse coastal communities and helps each to use their unique economic assets to grow the economy and unlock job creation. The Council also awards grants to create jobs and build resilience to climate change.
- Local
 - Cape Cod Chamber Of Commerce – Blue Economy Project - Promoting a maritime-focused economy for Cape Cod, the islands of Martha's Vineyard & Nantucket, and southern Plymouth County.
 - Tisbury Zoning – Waterfront / Commercial District
- Working Waterfront on Martha's Vineyard
 - According to the Martha's Vineyard Chamber of Commerce Martha's Vineyard is made up of 124.6 miles of tidal shore line
 - Using Google Earth we have measured the Working Water front to be 4,980 feet on Martha's Vineyard
 - Making the working water front roughly 0.76% of our tidal coast line



Working Waterfront – In our community



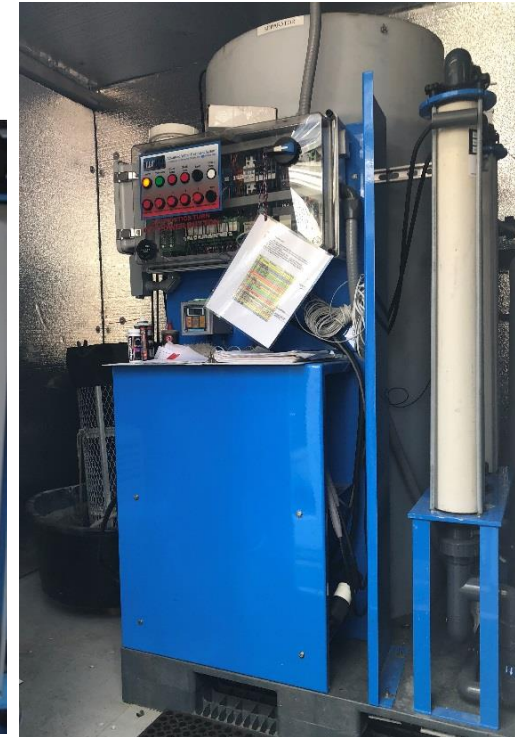
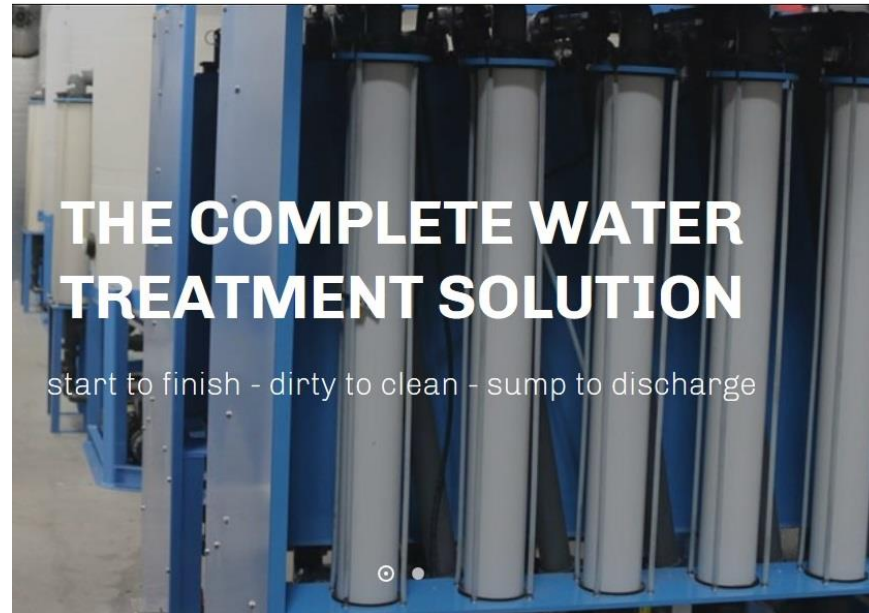
- “For many years the Shipyard has been a major asset to the working waterfront community and an employer of valued jobs. The Hale’s have always seemed mindful of their surrounding environment and sensitive to the ecology of Vineyard Haven Harbor and the Lagoon. Their family’s history demonstrates the close relationship they have with the sea and with the town of Tisbury. I am confident that any project they undertake will be done conscientiously and with the utmost care. The changes being proposed will not only enhance the area but help to insure the continued viability of a long and storied business which has added so much to the economy and the character of the town and the entire island” - Tristan Israel, Former Tisbury Selectmen

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Environmental Practices

- Bottom wash filtration system
- Solar panels on the office
- Recycling program for
 - Shrink wrap
 - Cardboard
 - Batteries
 - Waste paint
 - Waste fuel, oil / diesel
 - Metal
 - Wood
 - Recycling bins



Environmental Practices

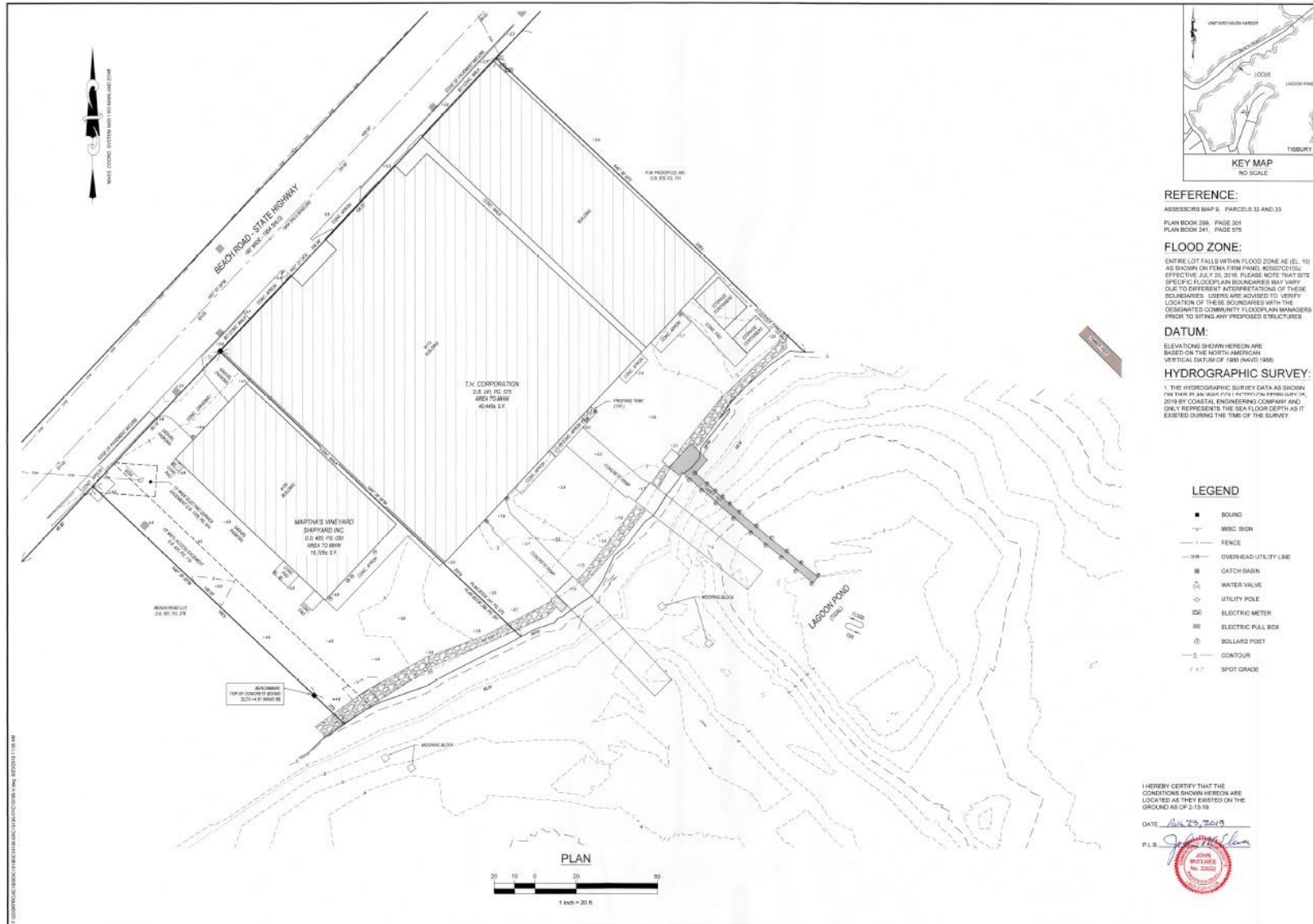
- Pump out facility
- Storm Water Runoff plan
- Hazardous waste program
- Waste oil burner
- Coastal Zone Management (CZM)
 - Clean Marina Guidelines - 2001



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Proposal - Existing Conditions



EXISTING WAREHOUSE TO BE REMOVED AND REPLACED BY A PARKING AREA (SEE SHEET C2.1.1)

BEACH ROAD

PROPOSED DREDGE SPOIL CONTAINMENT AREA (SEE DETAIL TYPICAL CONTAINMENT AREA DESIGN DETAIL FOR MORE INFORMATION)

EXISTING CONCRETE WALKWAY (TO REMAIN)

PROPOSED COVERED GRILL AREA

PROPOSED TIMBER STEPS FOR ACCESS ABOVE MHW

PROPOSED PIER 18' L x 5' W WITH 5' W x 5' L BUMP OUT

PROPOSED RAMP 30' L x 4' W

PROPOSED 30' L x 3' W RAMP

PROPOSED 30' L x 4' W FLOAT

PROPOSED 30' L x 4' W FLOAT

PROPOSED PILE (TYP.)

SEDIMENT SAMPLE LOCATION (TYP.)

PROPOSED ZONE OF RECONTAMINATION

PROPOSED DREDGE FOOTPRINT (PROPOSED SLIP AREA) DREDGE TO -5.21 NAVD83 (-4' MLW)

PROPOSED DREDGE FOOTPRINT (PROPOSED APPROXIMATE CHANNEL) DREDGE TO -5.21 NAVD83 (-4' MLW)

PROPOSED FLOATING DOCKS (TYP.)

LAGOON POND

APPROX EXTENDED PROPERTY LINE

PROPOSED POST FOR OSPREY NEST

PROPOSED MAINTENANCE DREDGE VOLUME (1)

PROPOSED MAINTENANCE DREDGE VOLUME (2)

PROPOSED DREDGE DEPTH = AFT MLW + 4.2 (OVERDIG)

PROPOSED DREDGE FOOTPRINT = 73,375 S.F.

PROPOSED DREDGE TEMPLATES DESIGNED ON INTERSECTION OF THE PROPOSED DREDGE FOOTPRINT TO THE PROPOSED DREDGE DEPTH OF AFT MLW + 4.2 (OVERDIG) TO BE COMPLETED BY MECHANICAL CUTTER SUCTION DREDGE. IF A MECHANICAL DREDGE DEWATERING AREAS SHOWN ON THE SITE PLAN. DREDGED SEDIMENT IS DEWATERED, IT WILL BE RE-GRADE PARKING LOT AND SURROUNDINGS ARE FILED UNDER SEPARATE APPLICATION.

PROPOSED FLOATING DOCK

1. NORTHERN BOAT SLIP FLOATING DOCKS

2. SOUTHERN BOAT SLIP FLOATING DOCKS

3. RAMP ACCESS FLOATS (2)

CUMULATIVE AREA OF PROPOSED FLOATING DOCKS

PROPOSED GRADE

DREDGE SPOILS

EXISTING GRADE

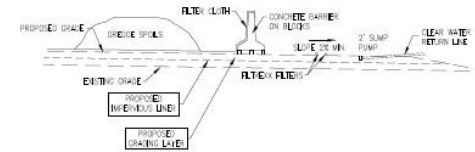
PROPOSED MHW + 0.00

PROPOSED GRADE LINE

1. PROPOSED MAINTENANCE DREDGE VOLUME TO (GRADE) = 2,350 CY.
2. PROPOSED MAINTENANCE DREDGE VOLUME TO (FT) OVER-DIG = 4,700 CY.
3. PROPOSED DREDGE DEPTH = -4FT MLW, ± 2FT NAVD85 (WITH 1FT OVER-DIG).
4. PROPOSED DREDGE FOOTPRINT = 73.5% S.F.
5. PROPOSED DREDGE TEMPLATES DESIGNED ON A 3:1 SLOPE FROM THE INTERSECTION OF THE PROPOSED DREDGE FOOTPRINT AND EXISTING GRADE TO THE PROPOSED DREDGE DEPTH OF 4FT MLW.
6. DREDGING TO CORRECT EXISTING DEFICIENCIES OR BY HYDRAULIC CUTTER Suction DREDGE. IF A MECHANICAL DREDGE IS USED, THE DE-WATERS ARE SHOWN ON THE SITE PLAN WILL BE USED. (REFER TO THE TYPICAL CONTAINMENT AREA DESIGN FOR MORE DETAILS). AFTER THE DREDGING IS COMPLETED, THE DREDGE WILL BE RE-USED ON SITE TO RE-GRADE PARKING LOT AND SURROUNDING AREA. (PARKING PLAN TO BE FILED UNDER SEPARATE APPLICATION).



1. NORTHERN BOAT SLIP FLOATING DOCKS	= 2,084 S.F.
2. SOUTHER BOAT SLIP FLOATING DOCKS	= 2,855 S.F.
3. RAMP ACCESS FLOATS (2)	= 96 S.F.
CUMULATIVE AREA OF PROPOSED FLOATING DOCKS	= 5,035 S.F.



TYPICAL DREDGE PROFILE
NOT TO SCALE

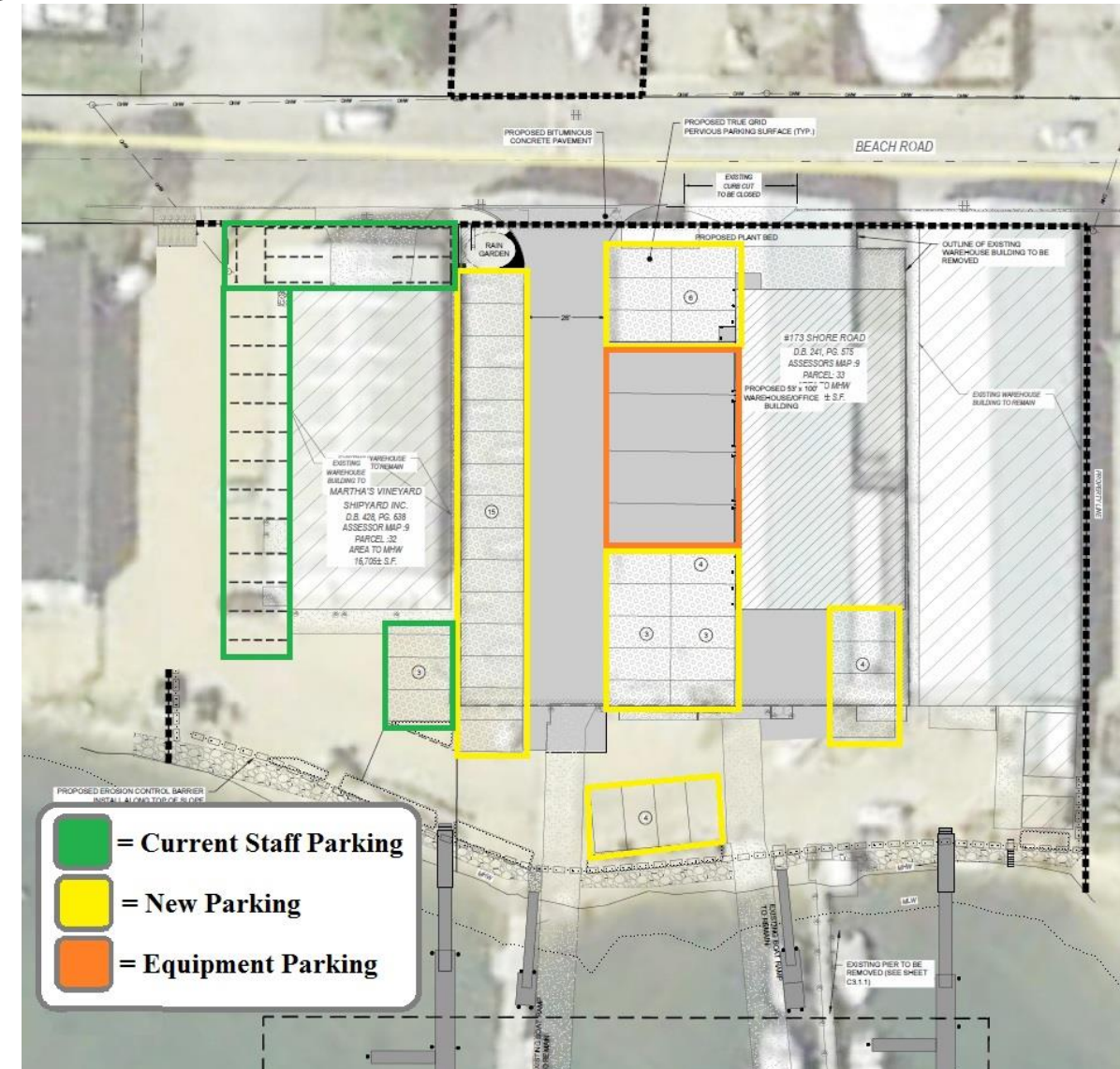


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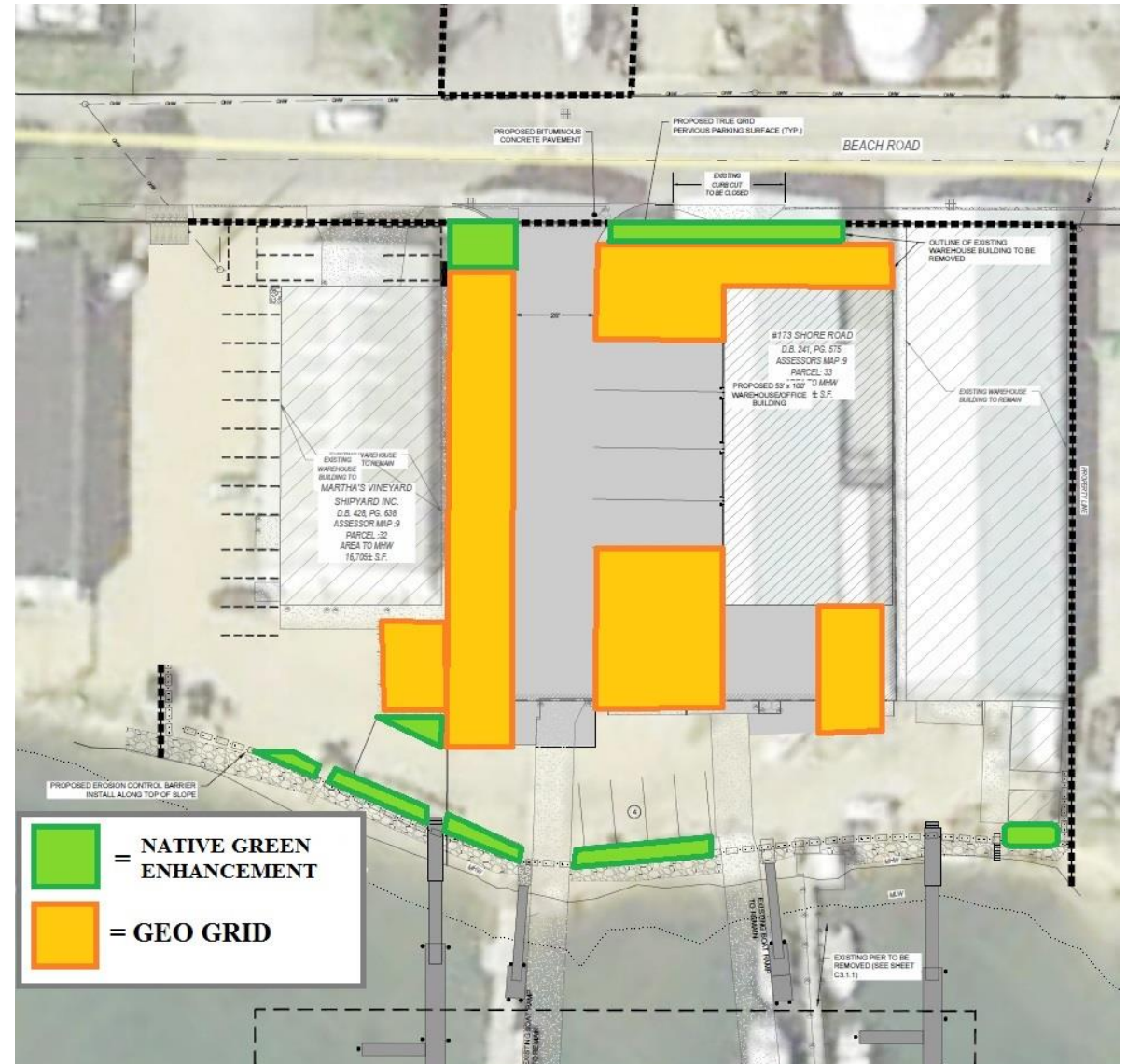
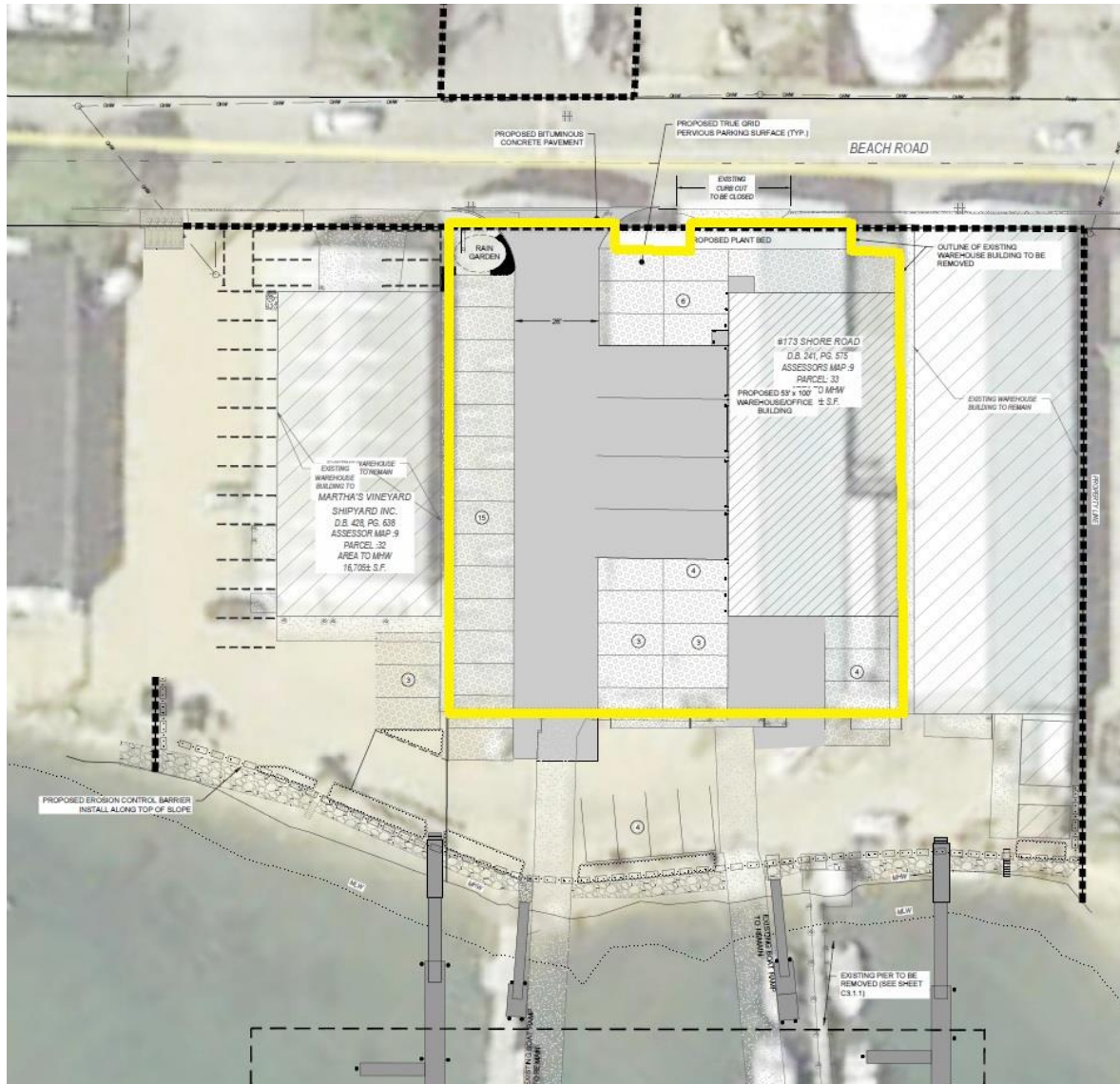
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Proposal - Proposed Project – Shore Side

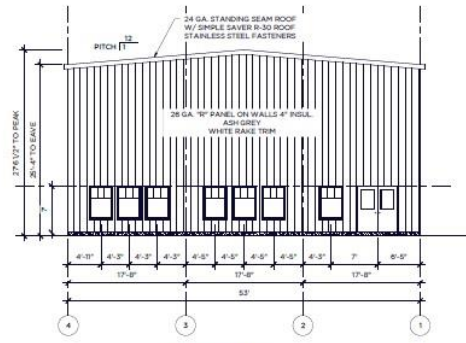
- Parking
 - Current parking
 - 20 for staff
 - 6 for patrons
 - Our employees are encouraged to use public transportation and we help pay for that service
 - 2 of our employees take the bus
 - 2 ride bikes
 - 2 car pool
 - 1 walks to work
 - Proposal Creates
 - 39 new parking's spots
 - 4 oversize spots
 - Total of 69 parking spots
 - On the weekends, which is peak marina time
 - Staff levels will be much lower allowing for additional parking in staff areas
 - Equipment will be parked off site, opening up those 4 spots for marina patrons



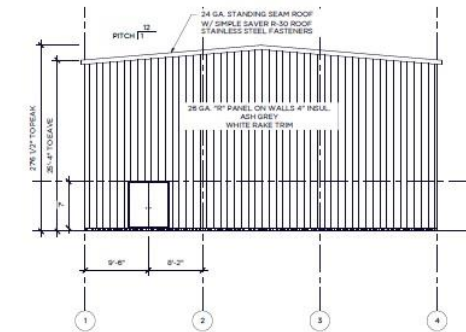
Proposal – Proposed Project – Stormwater



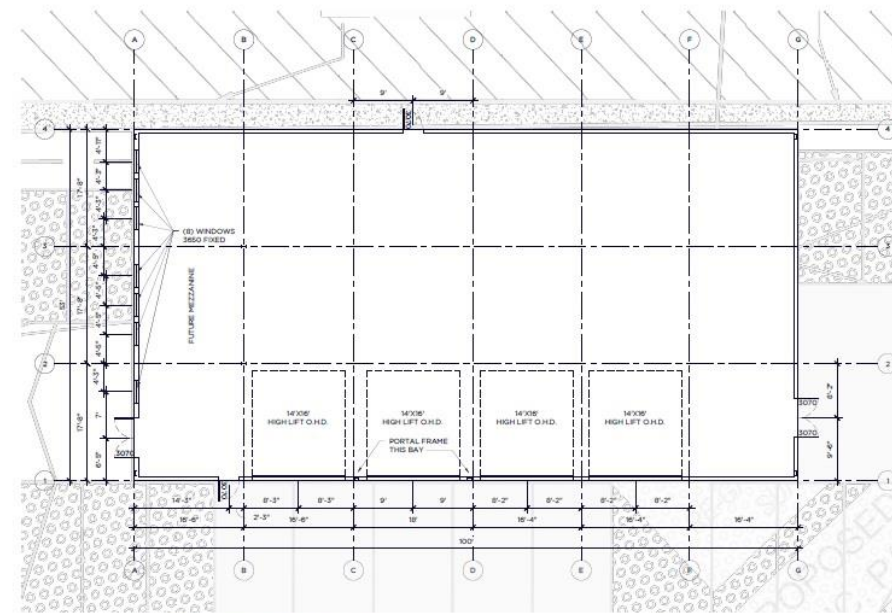
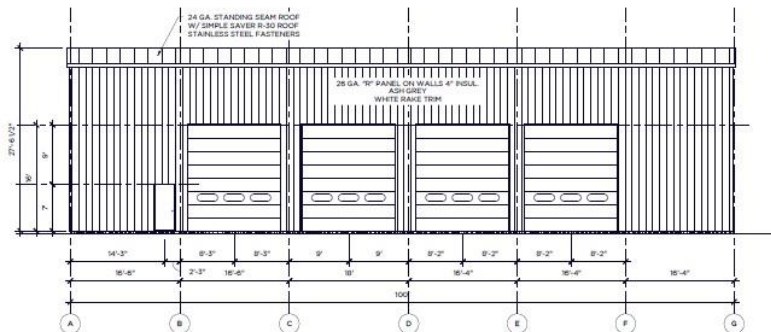
Proposal - Proposed Project – Building



EAST SIDE
ELEVATION 1/8" = 1'-0" ②

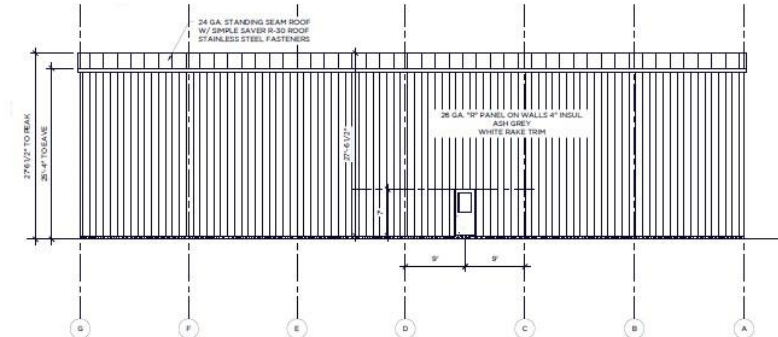


WEST SIDE
ELEVATION 1/8" = 1'-0" ③

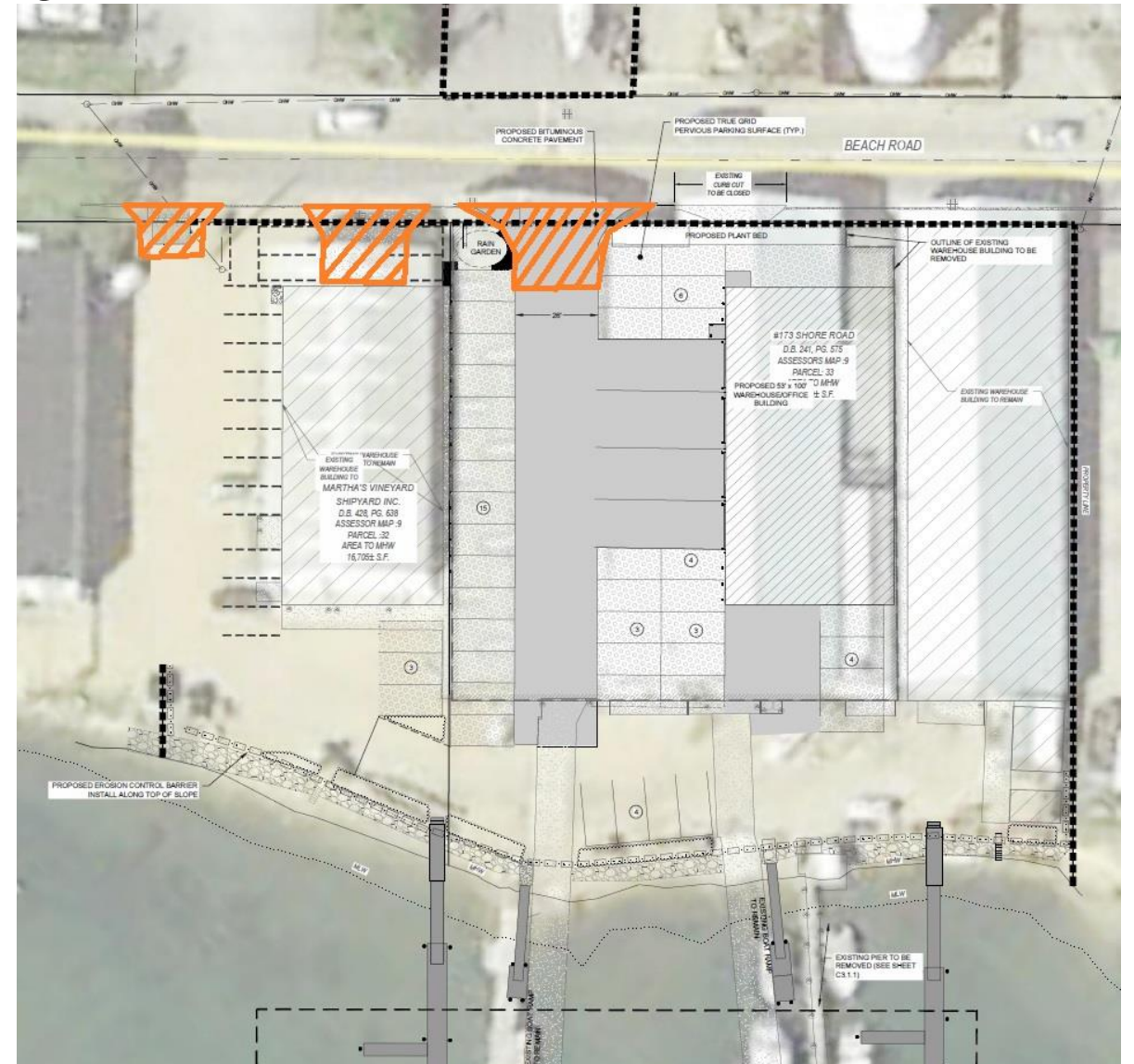
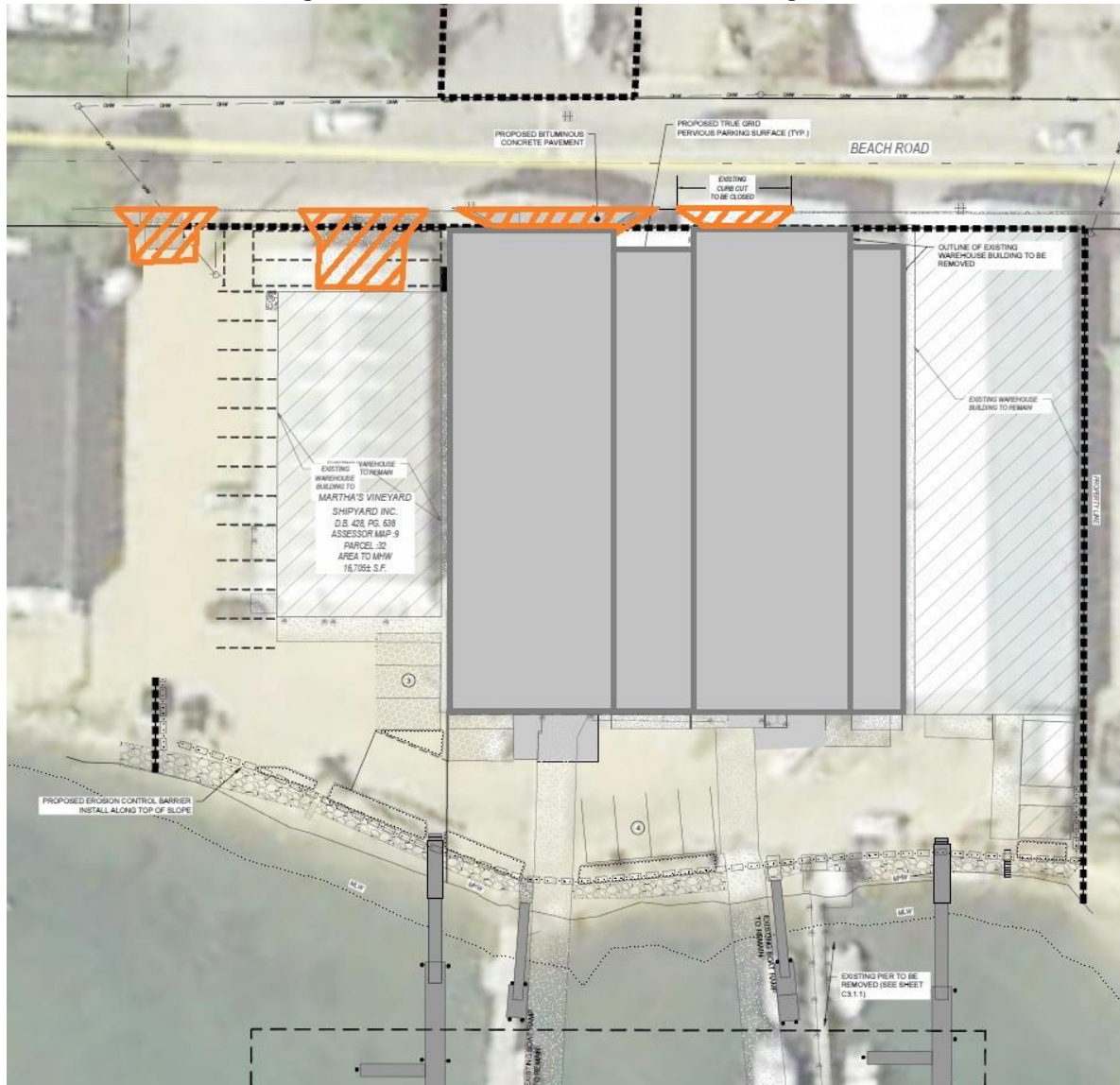


PROPOSED FIRST FLOOR
PLAN 1/8" = 1'-0" ①

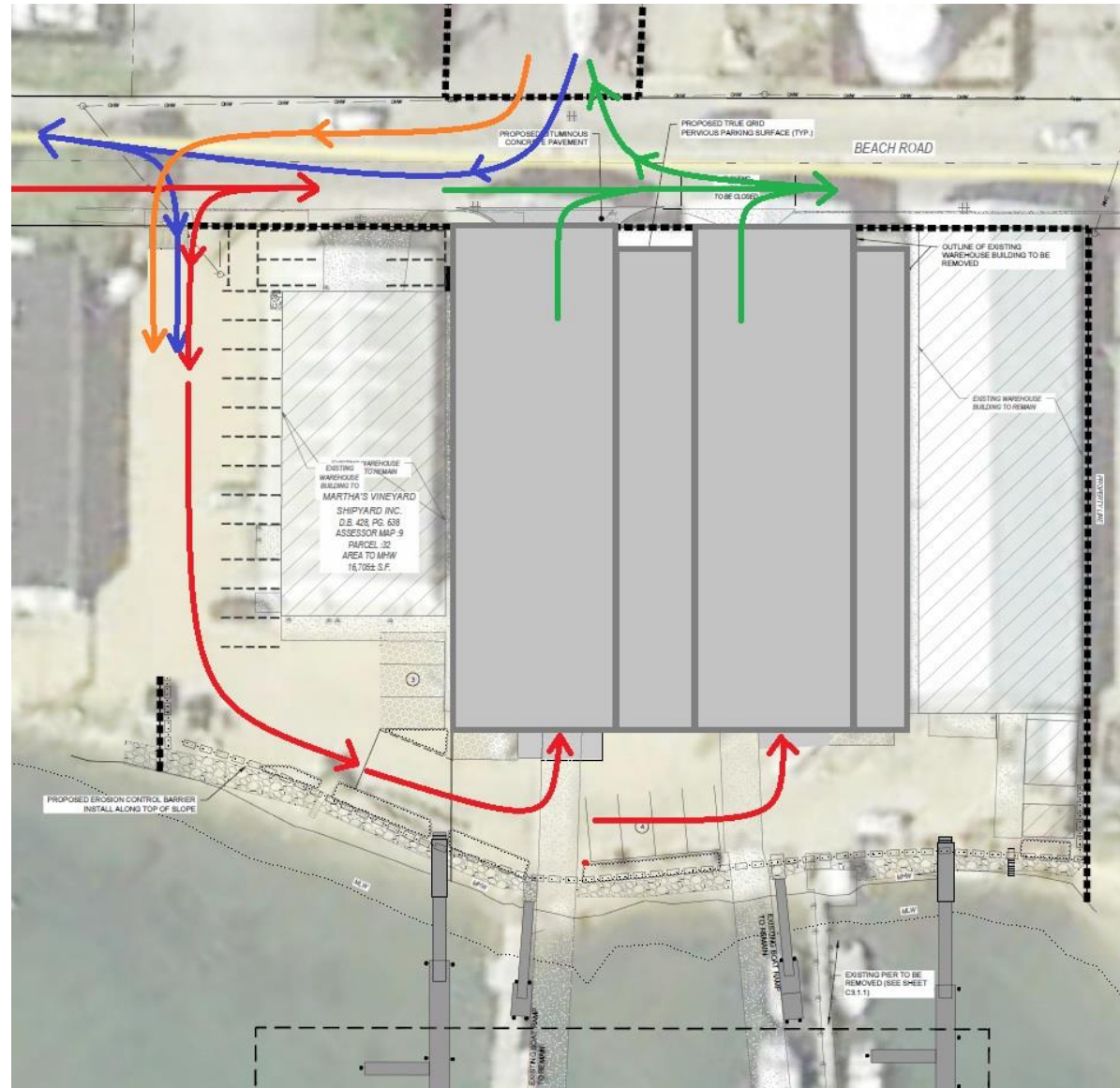
CODE WIND SPEED: 152 MPH	OPEN SPACE: NOT LESS THAN 40% OF THE LOT AREA SHALL CONSIST OF OPEN SPACE FREE FROM IMPERVIOUS SURFACES.
ZONING WATERFRONT/ COMMERCIAL	VEHICULAR ACCESS: NO MORE THAN 10% OF THE LOT AREA SHALL CONSIST OF OFF STREET LOADING, DELIVERY AND PARKING. THE SITE SHALL BE DESIGNED SO THAT NO VEHICLE BACK ONTO A PUBLIC WAY, OR BE PARKED ON A PUBLIC WAY WHILE LOADING, UNLOADING OR WAITING TO DO SO.
MIN. FRONTAGE: 20 FT. MIN. FLOOR AREA RATIO: 3 MAX. (CALC. USING 1ST & 2ND FLOORS ONLY)	
SETBACKS & HEIGHTS FRONT: 20 FT. MIN. CUMULATIVE SIDE SETBACK: 20 FT. MIN. 4 FT. MIN. EA. SIDE REAR: 30 FT. (ABUTTING TIDEWATER) HEIGHT OF BUILDING: 28 FT. MAX.	



Proposal - Proposed Project – Curb Cuts

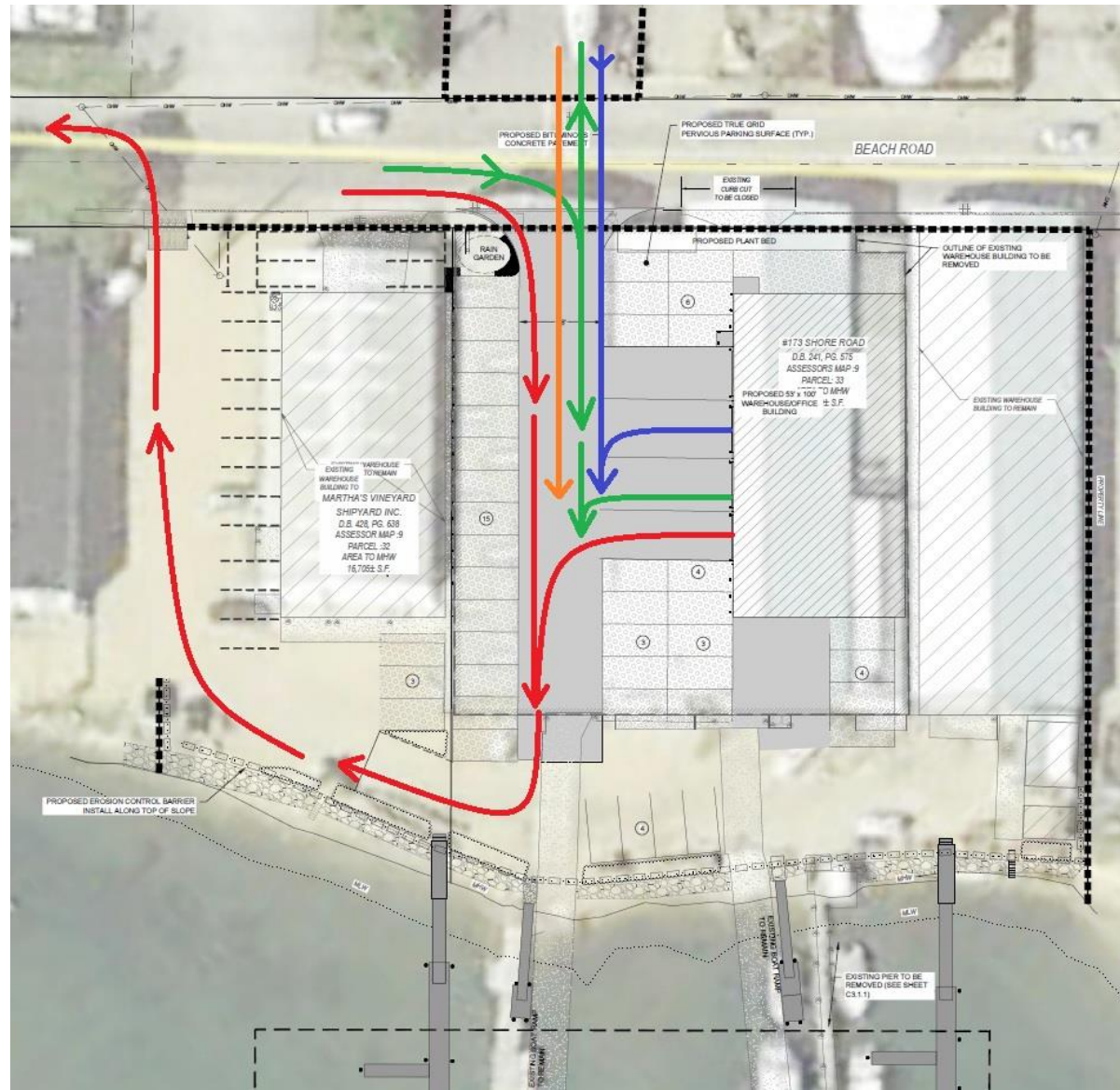






Proposal - Existing Conditions – Traffic



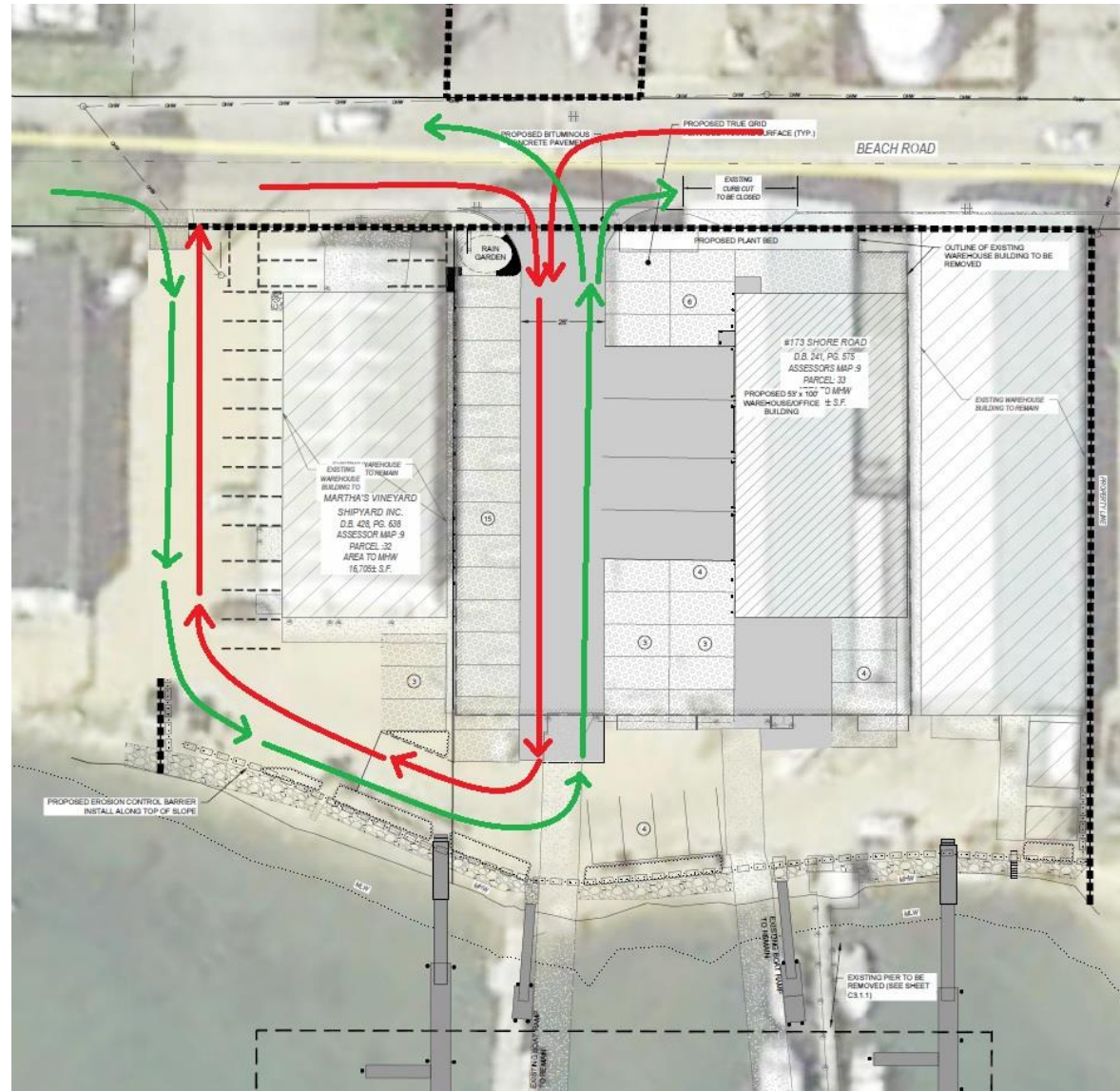
-  = Boats being loaded into service bays
-  = Trucks from Airport
-  = Equipment moving back & forth
-  = Boats hauled, being moved for service

Proposal - Proposed Project – Traffic



-  = Boats being loaded into service bays
-  = Trucks from Airport
-  = Equipment moving back & forth
-  = Boats hauled, being moved for service

Proposal - Proposed Project – Traffic - Patrons

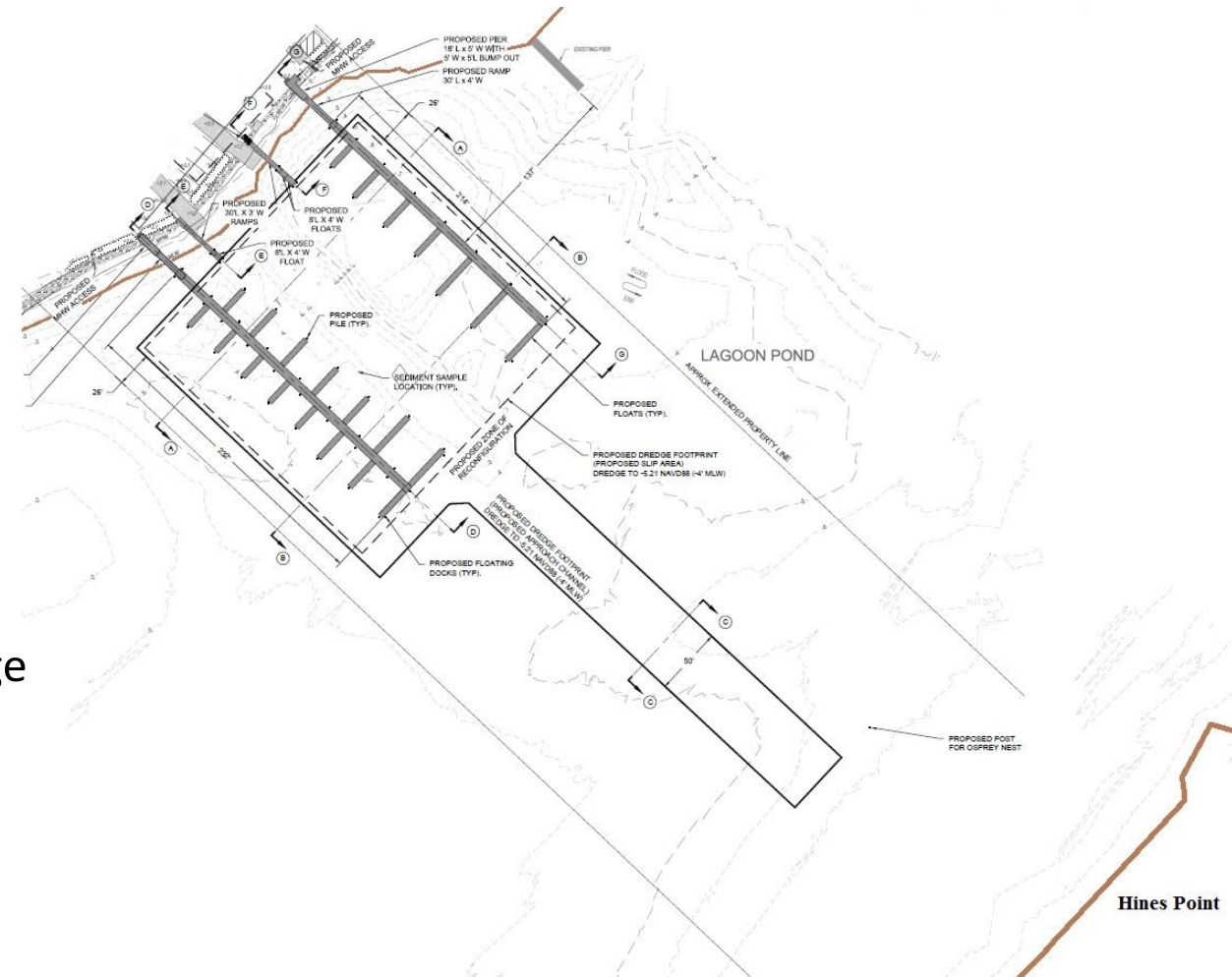


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Proposal - Proposed Project – Water Side

- 48 slip marina
 - 2x - service docks
 - Parallel to our existing boat ramps
 - Floating docks
 - 2x - main docks
 - Main sections - Concrete floating docks
 - Fingers - Traditional timber framed with plastic tots underneath for flotation
 - Power & Water
 - No Fuel
 - No overnight boaters allowed
 - Dredging
 - Permit = -4ft MLW, with a 1ft over dredge allowed
 - -4ft = 2,350 yards
 - -5ft = 4,700 yards
 - Menemsha Creek = Over 60,000 yards
 - Tashmoo Opening = 15,000 yards
 - Distance to Hines point is 890ft



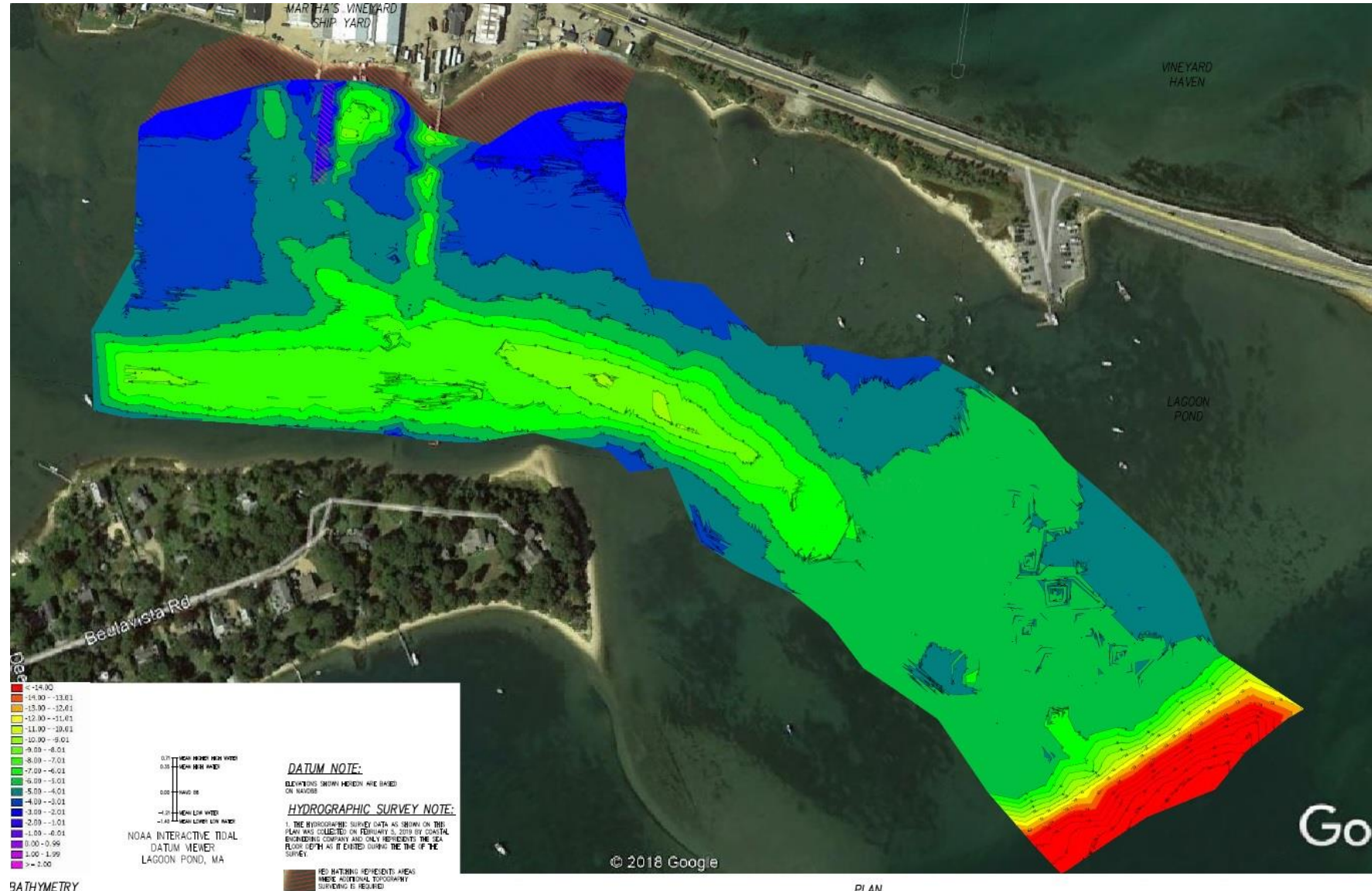
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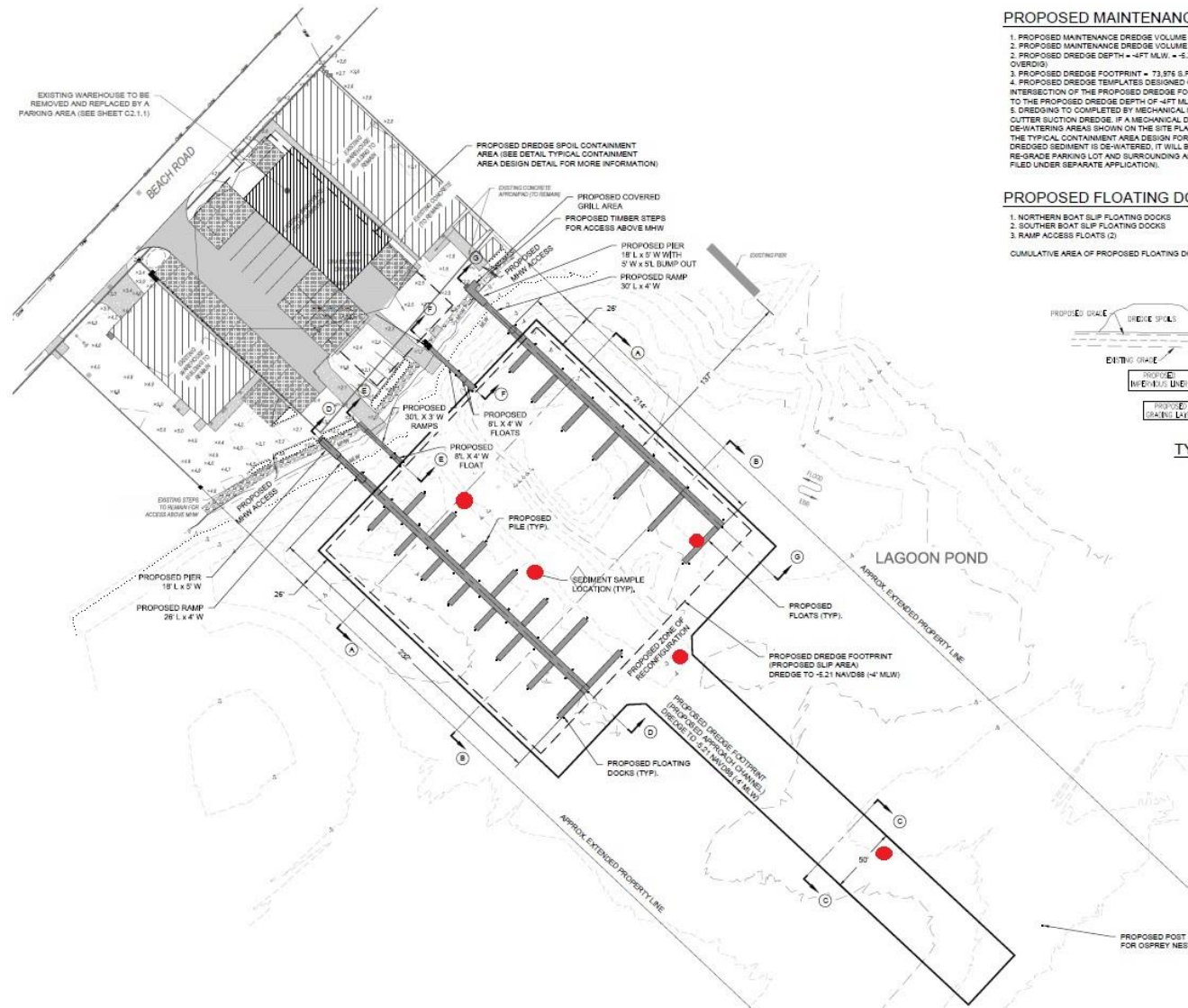
Proposal - Hydrographic Study



Proposal - Hydrographic Study



Proposal - Soil Samples



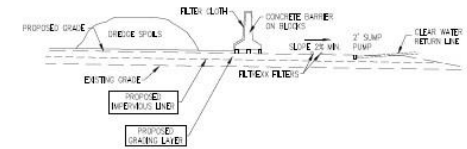
PROPOSED MAINTENANCE DREDGE NOTES:

1. PROPOSED MAINTENANCE DREDGE VOLUME (TO GRADE) = 2,350 C.Y.
2. PROPOSED MAINTENANCE DREDGE VOLUME (TO 1FT OVER-DIG) = 4,700 C.Y.
3. PROPOSED DREDGE DEPTH = -4FT MLW, = -5.2FT NAVD83 (WITH 1FT OVER-DIG)
4. PROPOSED DREDGE FOOTPRINT = 73,576 S.F.
5. PROPOSED DREDGE TEMPLATES DESIGNED ON A 3:1 SLOPE FROM THE INTERSECTION OF THE PROPOSED DREDGE FOOTPRINT AND EXISTING GRADE TO THE PROPOSED DREDGE DEPTH OF -4FT MLW.
6. DREDGING TO BE COMPLETED BY MECHANICAL MEANS OR BY HYDRAULIC CUTTER SUCTION DREDGE. IF A MECHANICAL DREDGE IS USED, THE DE-WATERING AREAS SHOWN ON THE SITE PLAN WILL BE USED. (REFER TO THE TYPICAL CONTAINMENT AREA DESIGN FOR MORE DETAILS). AFTER THE DREDGED SEDIMENT IS DE-WATERED, IT WILL BE RE-USED ON SITE TO RE-GRADE PARKING LOT AND SURROUNDING AREA. (PARKING PLAN TO BE FILED UNDER SEPARATE APPLICATION).

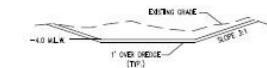


PROPOSED FLOATING DOCK AREAS:

1. NORTHERN BOAT SLIP FLOATING DOCKS = 2,084 S.F.
 2. SOUTHERN BOAT SLIP FLOATING DOCKS = 2,855 S.F.
 3. RAMP ACCESS FLOATS (2) = 96 S.F.
- CUMULATIVE AREA OF PROPOSED FLOATING DOCKS = 5,035 S.F.



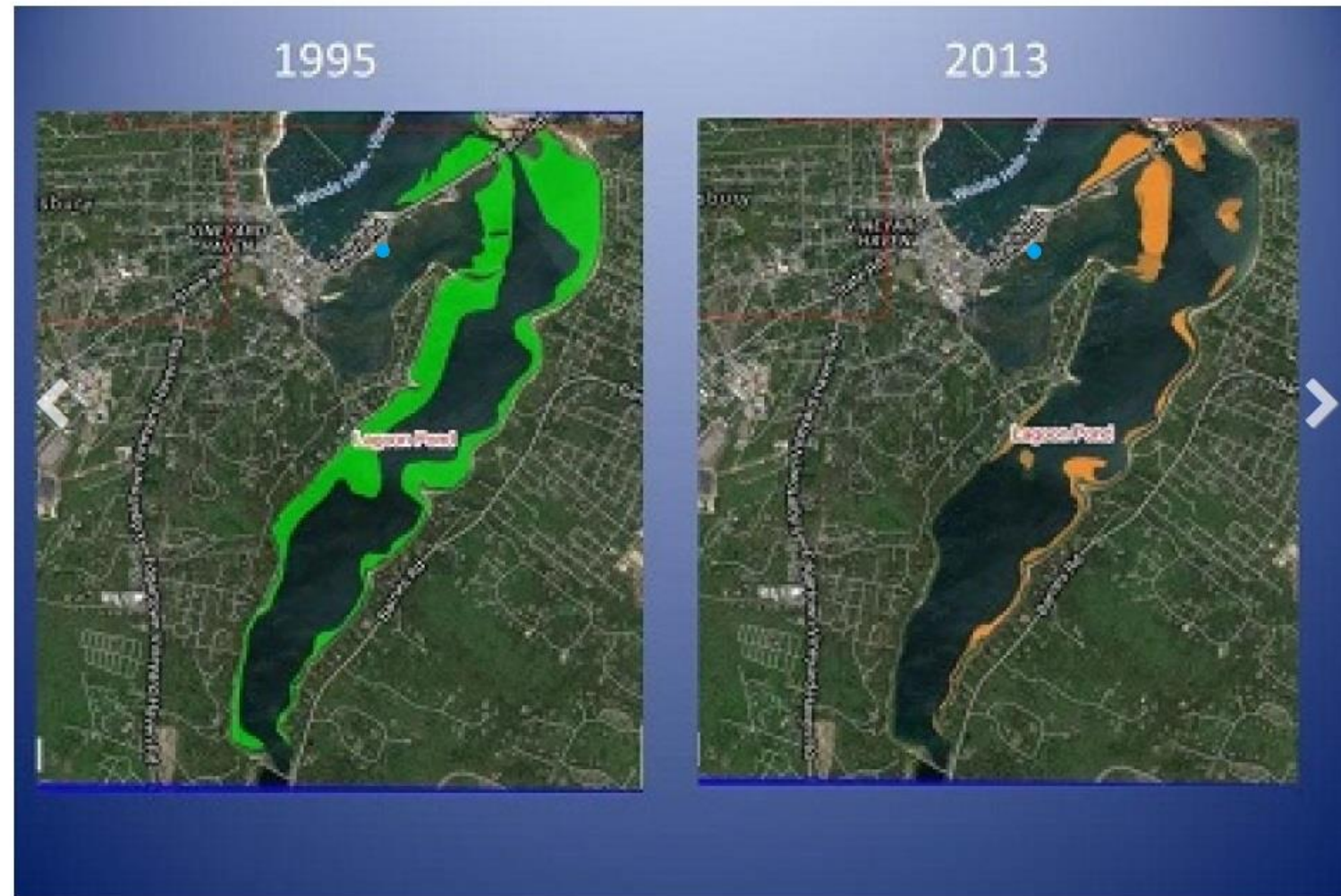
TYPICAL CONTAINMENT AREA DESIGN
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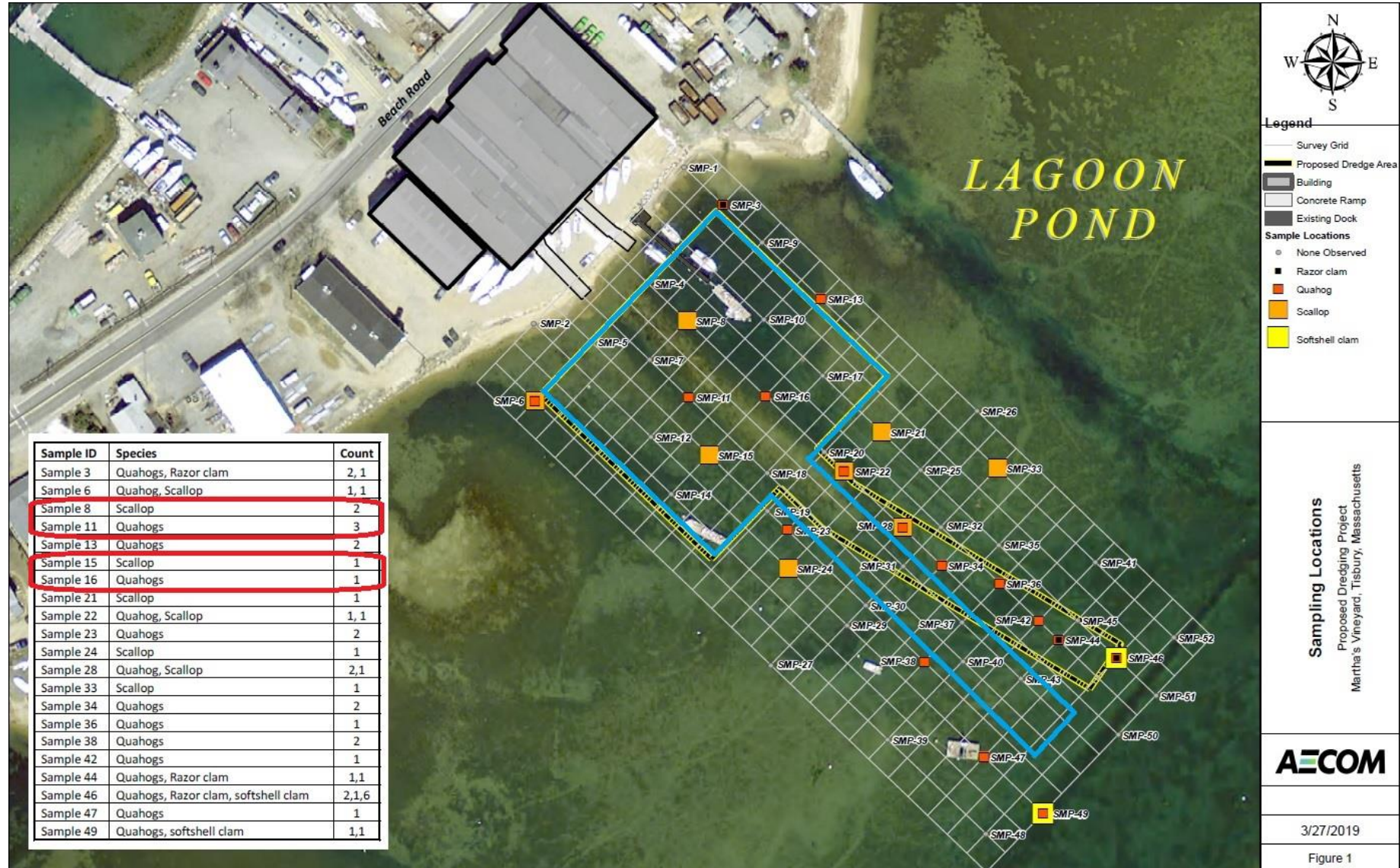
TYPICAL DREDGE PROFILE
NOT TO SCALE

STUDY – EEL GRASS

EELGRASS IN VINEYARD HAVEN



STUDY - SHELLFISH



STUDY - SHELLFISH

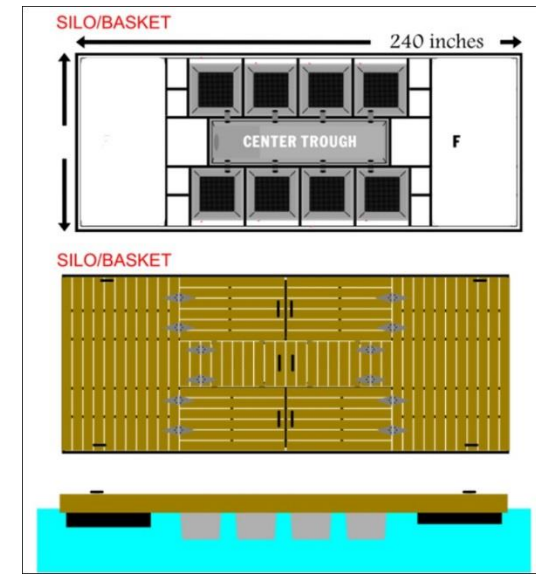


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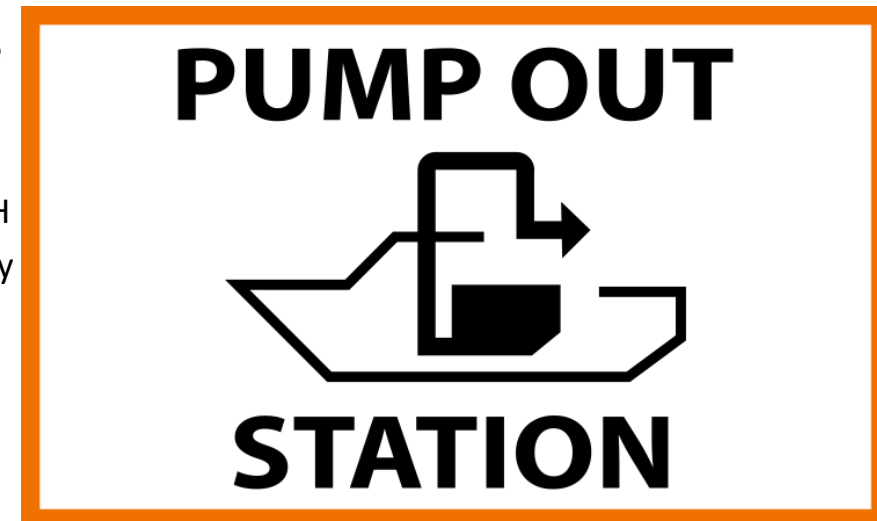
Shellfish - Mitigation

- Before Projects Begins
 - Hire commercial shell fishermen & women to move any shellfish in dredge area out
- During
 - All dredging will be done to the State, DEP, requirements and be surrounded by a silt boom so no movement of sediment
- After Completion
 - Seed budget - \$2,500 for 4 years = \$10,000 – To help restock the ponds
 - Improved Water quality in the Lagoon
 - Reduction of impermeable service on the property by over 9,000 square feet
 - Installation of rain gardens along beach road & vegetated swales along the Lagoon to help capture / clean run off
 - Storm water run off plan & monitoring
 - Dredging – There is lots of documentation that dredging helps to increase water flow and that makes it cleaner
 - In reference to dredging the West Arm, 30 years ago – “benefit appeared to be an improvement in the scallop harvest for several years. This was attributed to increased water flow. Water quality is much enhanced in Lake Tashmoo with regular dredging.” – John (Jay) Wilbur, Former Tisbury Harbormaster
 - Installation of a Flupsyup-weller on two of the floating docks - Run by an oyster farmer or the town
 - NO Overnight boaters
 - Coastal Zone Management
 - Working with them to create lease agreement with slip holders
 - No overboard discharge
 - Log of pump outs
 - Pump out inspections monthly
 - Approved cleaning products
 - No overnight stays
 - No live aboard boaters
 - No subcontractors
 - “Very importantly, it proves a smart and environmentally sound alternative to a large mooring field that would have compromised acres of shellfish beds” – Ray LaPorte, Former Tisbury Selectman



Town & Community - Partnerships

- **Harbormaster**
 - Off season dockage of the harbormaster boat, for 10 years = \$10,000
 - \$20,000 of in kind mooring work, over a 5 year period
- **Shellfish**
 - Seed budget - \$2,500 for 4 years = \$10,000
 - Installation of two up-weller floating docks - Run by an oyster farmer or the town. Farmer would be responsible for maintaining, insuring, the floating dock section & the electricity for the pump. 5 year trail period = \$2,000/year = \$10,000 (per float)
- **Town Projects**
 - Pumpout - Grant match = \$15,000 for installation of a pumpout at the town dock in VH
 - Beach road drainage - Cleaning up of the drainage outfall pipe, on Mr. Packers property (with abutters approval), of up to \$5,000 – Town to get the permit
- **Summary**
 - \$80,000 in town partnerships
 - \$17,200 in taxable benefits from MVS = \$86,000 over a 5 year period
 - \$50,000 in boat Excise tax annually = \$250,000 over a 5 year period
 - MV Commission is requiring a contribution to the Affordable Housing on MV = \$85,000
 - Working with Martha's Vineyard Savings bank to come up with a fund for MV Shipyard Employees to help with a down payment for a home.
 - Would be no interest loan
 - Total Contribution = \$232,000 (Year 1)
 - Five years = \$501,000



Town & Community - Partnerships

- **Sail Martha's Vineyard**

- Adaptive Sailing Program
 - A handicap accessible dock, and tie up spot to load members of their new program
- Maritime Studies
 - Work with Sail MV's, MVRHS Students to provide on the job training, to help promote maritime career paths
- Vineyard Cup
 - Host their major fundraiser of the season
- “We have studied the proposal, and we believe it will be a benefit to the community and it will help Sail MV in our mission driven work. It is particularly gratifying to work with longtime residents and owners of a maritime business that has provided so much for island generations” - Sail MV, Board of Directors
- Unanimous support from the Board of Directors



SAIL MV



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Marketplace

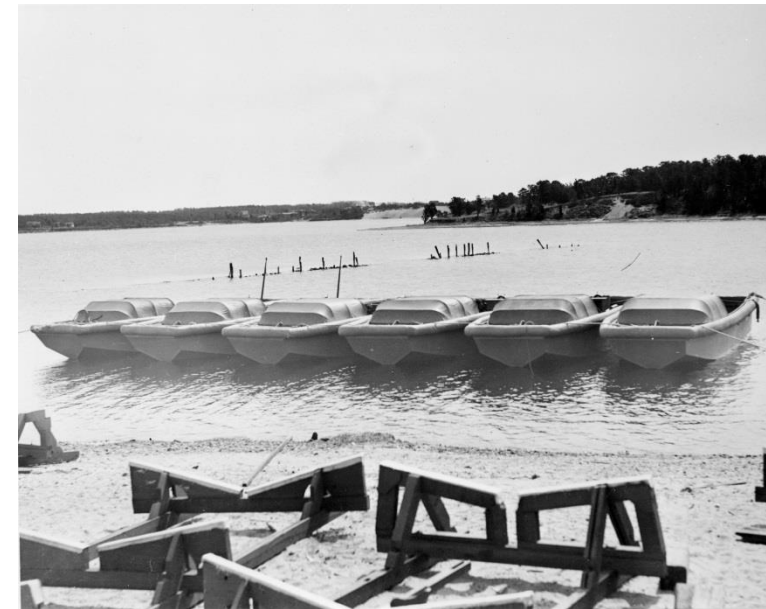
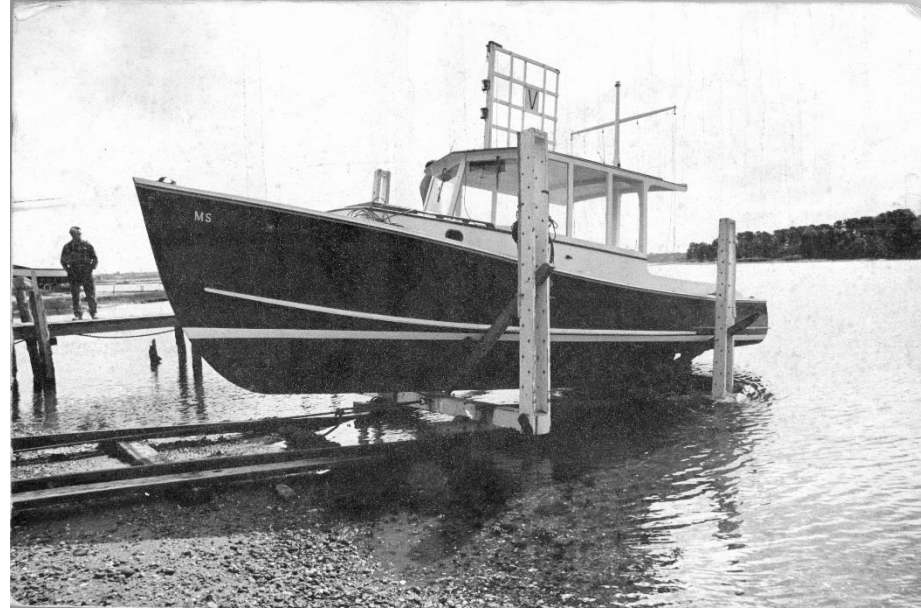


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History

- These pictures show
 - Work that has happened over Martha's Vineyard Shipyard 175 year history
- All of these are work that has happened on **Lagoon Pond**



Preserve & Protect the working Waterfront

- Promote stable local economy
- Improve traffic flow on Beach Road
- Helps our community deal with some of VH Harbors' vulnerability
- Work with a local business to help address sea level rise
- Promote and protect our tradition of marine heritage on MV
- Improve water quality in the Lagoon Pond
- Improve recreational boater access
- Improve shell fishing in the Lagoon Pond
- Improve the ascetics along beach road
- Protect the island from inappropriate development, while promoting sound local economy

MARTHA'S VINEYARD



SHIPYARD