

Town and County of Nantucket  
Select Board • County Commissioners

Dawn E. Hill Holdgate, Chair  
Jason Bridges  
Matt Fee  
Kristie L. Ferrantella  
Rita Higgins



16 Broad Street  
Nantucket, Massachusetts 02554

Telephone (508) 228-7255  
Facsimile (508) 228-7272  
[www.nantucket-ma.gov](http://www.nantucket-ma.gov)

C. Elizabeth Gibson  
Town & County Manager

*AGENDA FOR THE MEETING OF THE  
SELECT BOARD  
FEBRUARY 5, 2020 - 6:00 PM  
PUBLIC SAFETY FACILITY COMMUNITY ROOM  
4 FAIRGROUNDS ROAD  
NANTUCKET, MASSACHUSETTS  
\*\*\*AMENDED FEBRUARY 3, 2020\*\*\**

- I. CALL TO ORDER*
- II. SELECT BOARD ACCEPTANCE OF AGENDA*
- III. ANNOUNCEMENTS*
  1. The Select Board Meeting is Being Audio/Video Recorded.
- IV. PUBLIC COMMENT\**
- V. NEW BUSINESS\**
- VI. APPROVAL OF MINUTES, WARRANTS AND PENDING CONTRACTS*
  1. Approval of Minutes of September 11, 2019 at 6:00 PM.
  2. Approval of Treasury Warrants for February 5, 2020.
  3. Approval of Pending Contracts for February 5, 2020 - as Set Forth on the Spreadsheet Identified as Exhibit 1, Which Exhibit is Incorporated Herein by Reference.
- VII. CONSENT ITEMS*
  1. Gift Acceptance: Department of Public Works.
- VIII. REAL ESTATE ITEMS*
  1. Request for Approval and Execution of Subordination Agreement for 7 Monohansett Road.
- IX. TOWN MANAGER'S REPORT*
  1. Strategic Plan Update.

*X. SELECT BOARD'S REPORTS/COMMENT*

1. Bike Share Proposal Award.

2. Committee Reports.

*XI. PUBLIC HEARINGS*

1. Public Hearing to Consider the Appeal of Lydia Denney Palmer LLC of Historic District Commission Approval of Certificate of Appropriateness No. 72738 for an Addition, Regarding Property Located at 112 Wauwinet Road, Map 11, Parcel 20 (Continued from January 15, 2020).

*XII. ADJOURNMENT*

*\*Identified on Agenda Protocol Sheet*

*Select Board Agenda Protocol:*

- **Roberts Rules:** *The Select Board follows Roberts Rules of Order to govern its meetings as per the Town Code and Charter.*
- **Public Comment:** *For bringing matters of public interest to the attention of the Board. The Board welcomes concise statements on matters that are within the purview of the Select Board. At the Board's discretion, matters raised under Public Comment may be directed to Town Administration or may be placed on a future agenda, allowing all viewpoints to be represented before the Board takes action. Except in emergencies, the Board will not normally take any other action on Public Comment. Any personal remarks or interrogation or any matter that appears on the regular agenda are not appropriate for Public Comment.*

*Public Comment is not to be used to present charges or complaints against any specifically named individual, public or private; instead, all such charges or complaints should be presented in writing to the Town Manager who can then give notice and an opportunity to be heard to the named individual as per MGL Ch. 39, s 23B.*

- **New Business:** *For topics not reasonably anticipated 48 hours in advance of the meeting.*
- **Public Participation:** *The Board welcomes valuable input from the public at appropriate times during the meeting with recognition by the Chair. For appropriate agenda items, the Chair will introduce the item and take public input. Individual Board Members may have questions on the clarity of information presented. The Board will hear any staff input and then deliberate on a course of action.*
- **Select Board Report and Comment:** *Individual Board Members may have matters to bring to the attention of the Board. If the matter contemplates action by the Board, Board Members will consult with the Chair and/or Town Manager in advance and provide any needed information by the Thursday before the meeting. Otherwise, except in emergencies, the Board will not normally take action on Select Board Comment.*

**EXHIBIT 1**  
**AGREEMENTS TO BE EXECUTED BY TOWN MANAGER**  
**UNLESS RESOLUTION OF DISAPPROVAL BY SELECT BOARD**  
**February 5, 2020**  
**\*\*\*AMENDED FEBRUARY 3, 2020\*\*\***

Type of Agreement/Description	Department	With	Amount	Other Information	Source of Funding	Term
Amendment to Lease Agreement	Our Island Home	Meadows One Ack, LLC	Add \$81.90/month to original lease amount of \$2730/month for new lease amount of \$2,811.90/month	Amend housing lease agreement for traveling nurses to increase monthly rent and extend lease term through March of 2021	OIH Budget	February 5, 2020 - March 14, 2021
Amendment to Professional Service Agreement	Our Island Home	Cross Country Staffing, Inc.	Add \$95,000 to original contract amount of \$411,000 for new contract amount of \$506,000	Amend contract for traveling nurse staffing to allow for continued service through the end of FY20	OIH Budget	February 5, 2020 - June 30, 2020
Professional Service Agreement	Our Island Home	Eisenstein Flaherty & Associates	\$5,000	Contract for assistance with annual Dept. of Public Health survey	OIH Budget	February 5, 2020 - June 30, 2020
Professional Service Agreement	IS/GIS	Esri, Inc.	\$14,700	Contract for annual GIS software licensing & maintenance	IS/GIS Budget	February 5, 2020 - April 16, 2021
Professional Service Agreement	DPW	Chris Bistany Irrigation	\$28,998	Contract for maintenance of Town-owned irrigation systems	DPW - Facilities Budget	February 5, 2020 - December 31, 2022
Purchase Agreement	DPW	Gray Manufacturing Company, Inc.	\$49,292.60	Contract for purchase of vehicle lifts for DPW garage	Article 10/2019 ATM	February 5, 2020 - June 30, 2020
Professional Service Agreement	DPW	Stericycle	\$19,635	Contract for relocation & replacement of stormwater pipe at 34 Washington Street	Article 10/2019 ATM	February 5, 2020 - June 30, 2020
Amendment to Professional Service Agreement	DPW	Fuss & O'Neill	Add \$34,400 to original contract amount of \$205,300 for new contract total of \$239,700	Amend contract for engineering services relative to Children's Beach stormwater pump station & improvements to include collection of additional stormwater infrastructure data	Article 10/2007 ATM & Article 18/2018 ATM	February 5, 2020 - December 31, 2020

Amendment to Professional Service Agreement	DPW	Greenman-Pedersen, Inc.	Add \$92,342.80 to original contract amount of \$32,500 for new contract total of \$124,842.80	Amend contract for ground survey services of Washington St/Francis St/Union St to add engineering & design for improvements	Article 10/2018 ATM & Article 10/2019 ATM	February 5, 2020 - June 30, 2020
Amendment to Professional Service Agreement	PLUS	Vanasse Hangen Brustlin	Add \$5,500 to original contract amount of \$127,800 for new contract amount of \$133,300	Amend contract for engineering & design of Four Corners roundabout to include preparation of plan to subdivide the lot located at 10 Surfside Rd into two parcels	Article 10/2018 ATM	February 5, 2020 - December 31, 2020
Amendment to Professional Service Agreement	PLUS	Vanasse Hangen Brustlin	n/a	Amend contract for engineering & design of Old South Rd & Fairgrounds Rd roundabout to extend contract end date to allow for continued work	n/a	February 5, 2020 - December 31, 2020
Professional Service Agreement	Marine	Siasconset Beach Preservation Fund, Inc.	(\$240,100)	Contract for sale of 9,500 cubic yards of dewatered sand from Polpis Harbor dredging project	n/a	February 5, 2020 - March 31, 2020
Professional Service Agreement	Police/Fire	Core Engineered Solutions, Inc.	\$112,832.36	Contract for supply & delivery of fuel tank for Public Safety complex	Town Gas Budget, Article 10/2016 ATM & Article 11/2015 ATM	February 5, 2020 - February 5, 2023
Professional Service Agreement	Town Admin	Thomason & Associates	\$74,250	Contract for Coastal Community Resilience Planning efforts & development of guidelines for flooding adaptation & recommended building design details for historic properties & streetscapes	MVP Action Grant	February 5, 2020 - June 30, 2020



# Seniors Ride **FREE** Every Wednesday in February!!

Ride The WAVE to appointments, shopping, dinner with friends and more!

Customers 65 or older ride for half fare with valid ID.

Mid Island Loop  
Miacomet Loop  
Sconset via Old South Road Route

Weekdays

7:00 am - 9:00 pm

Weekends

7:00 am - 7:00 pm

For real-time bus locations, download the "Where's My Bus" app at [nrtatransloc.com](http://nrtatransloc.com)

For more information, pick up a copy of the Rider's Guide or visit our website: [www.nrtawave.com](http://www.nrtawave.com)





Town of Nantucket *Department of Public Works*

MUNICIPAL OFFICE BUILDING • 188 MADAKET ROAD • NANTUCKET, MA 02554 Ph (508) 228-7244 • Fax (508) 228-7289

Robert D. McNeil, III, P.E., MPA • Director  
rmcneil@nantucket-ma.gov

January 30, 2020

Town of Nantucket  
Select Board  
16 Broad Street  
Nantucket, MA 02554

**RE: The Ozone Surf Classic Donation to Department of Public Works  
Construction of the Recycling Project "Moby" and Wave bus stop at Surfside Beach**

Dear Members of the Board,

The Ozone Surf Classic, has generously proposed a Fifteen Thousand (\$15,000) Dollar donation, to the Department of Public Works, for the construction of the recycling project "Moby" and Wave bus stop at Surfside Beach.

Please accept this generous gift to be used toward this important project.

Sincerely,

Robert D. McNeil, III  
Director

RDM/kleb

**From:** [John Jordin](#)  
**To:** [Erika Mooney](#)  
**Cc:** [Robert McNeil](#)  
**Subject:** Donation Proposal  
**Date:** Tuesday, January 28, 2020 9:08:27 PM

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Hi Erika,

On behalf of The Ozone Surf Classic I'd like to propose a \$15,000 donation to The Town of Nantucket designating the funds to be used for the DPW's construction of the recycling project "Moby" and Wave bus stop at Surfside Beach. Let me know if you or the Board of Selectmen need any more information regarding this proposed donation.

All the best,

John Jordin  
jjordin@comcast.net  
508-360-6604



## Agenda Item Summary

<b>Agenda Item #</b>	VIII. 1.
<b>Date</b>	February 3, 2020

### Staff

Ken Beaugrand, Real Estate Specialist

### Subject

Execution of Subordination Agreement of Mortgage on 7 Monohansett Road

### Executive Summary

In 2005 Nantucket received a Small Cities Community Development Block Grant for funding for a Housing Rehabilitation Program. The amount was covered by a 15-year, 0% interest rate mortgage that was to be forgiven at 1/15 of the principal amount per year as long as the homeowner or their families remain in the home and remain income qualified. As the loan is satisfied in 2020 simply by the owner continuing to live in the house, they have requested the subordination to a new financing for the property. They will pay the legal fees of Town Counsel.

### Staff Recommendation

Recommend the execution of the Subordination Agreement.

### Background/Discussion

This is similar to the arrangement we did last year as to another of the properties that were recipients of the original block grant.

**Impact: Environmental**  **Fiscal**  **Community**  **Other**

Allows the homeowner to refinance their home

### Board/Commission Recommendation

n/a

### Public Outreach

n/a

### Attachments

Subordination Agreement



## **SUBORDINATION AGREEMENT**

The **Town of Nantucket**, a Massachusetts municipal corporation, acting by and through its Select Board, having an address of Town & County Building, 16 Broad Street, Nantucket, Massachusetts (“the “Town”), holder of a Mortgage dated September 22, 2005 , recorded with Nantucket County Registry of Deeds in Book 987, Page 29 from **Wendell Jones and Sharon L. Jones (the “Mortgagor”)** to **NHA Properties, Inc. d/b/a Nantucket Housing Office** , a Massachusetts non-profit corporation, having an address of 15 Teasdale Circle Nantucket, Massachusetts (**the “Mortgagee”**), on property located at 7 Monohansett Road, Nantucket, Massachusetts to secure the payment of Eighteen Thousand Three Hundred and 00/100 (\$18,300.00) Dollars (the “Mortgage”), by virtue of an Assignment of Mortgage from the Mortgagee to the Town dated February 25, 2010, recorded with said Deeds in Book 1221, Page 30, which Assignment was accepted by the Town by Acceptance of Assignment of Mortgages dated December 3, 2014, recorded with said Deeds in Book 1462, Page 143, does hereby subordinate said Mortgage to a mortgage by the Mortgagor to The Cape Cod Five Cents Savings Bank of 10 West Road, Orleans, Massachusetts 02653, in the principal sum not to exceed Four Hundred Fifty Thousand and 00/100 (\$450,000.00) Dollars (the “New Mortgage”) to be recorded herewith, to the same extent as if the New Mortgage had been executed and recorded before the execution and recording of the Mortgage.

**Signature Page to Follow**

Signed under seal on the \_\_\_\_\_ day of \_\_\_\_\_, 2020

TOWN OF NANTUCKET  
By its Select Board

\_\_\_\_\_  
Dawn E. Hill Holdgate

\_\_\_\_\_  
Rita Higgins

\_\_\_\_\_  
Jason Bridges

\_\_\_\_\_  
Matthew G. Fee

\_\_\_\_\_  
Kristie L. Ferrantella

COMMONWEALTH OF MASSACHUSETTS

Nantucket, ss.

On this \_\_\_\_\_ day of \_\_\_\_\_, 2020, before me, the undersigned notary public, personally appeared the above-named Dawn E. Hill Holdgate, Rita Higgins, Jason Bridges, Matthew G. Fee and Kristie L. Ferrantella, Members of the Select Board of the Town of Nantucket, personally known to me to be the persons whose names are signed on the foregoing instrument, and acknowledged to me that they signed it voluntarily, as duly elected members of the Select Board for the Town of Nantucket, for its stated purpose and as the free act and deed of the Town of Nantucket.

\_\_\_\_\_  
Notary Public  
Printed Name:  
My Commission Expires:



## Agenda Item Summary

Agenda Item #	IX. 1.
Date	2/5/2020

### Staff

Janet E. Schulte, Director of Culture and Tourism as Strategic Planning Coordinator

### Subject

Approval of Select Board's Revised Strategic Plan

### Executive Summary

In June and July 2019, the Select Board held two retreats to review and update the Strategic Plan. The Select Board added a new "sustainability" framework to guide its Plan, a fourth goal to the Housing Focus area, and two new focus areas: Efficient Town Operations and Quality of Life. It revised the Aspirational Statement for the Transportation Focus Area and created new Aspirational Statements for the two new focus areas.

### Staff Recommendation

Approve the Revised Strategic Plan

### Background/Discussion

n/a

Impact: Environmental  Fiscal  Community  Other

Community

### Board/Commission Recommendation

n/a

### Public Outreach

Approved Plan will be placed on the town's website and hard copies made available in the Town Building at 16 Broad Street.

### Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)

Revision of Select Board's Strategic Plan approved in Fall 2018.

### Attachments

Strategic Planning Update Memo; Strategic Plan (Revised) Brochure



TO: L. Gibson, Town Manager

FR: J. Schulte, Strategic Planning Coordinator

CC: G. Tivnan, R. Day

DT: January 29, 2020

RE: Strategic Planning Update



= Goal is on target



= Goal is in process but needs work / is longer-term



= Goal is proceeding slowly or stalled



= Goal is stalled and needs attention



= Goal is not yet started or needs to be assigned

### Housing (Tucker Holland)



Goal 1: Achieve Safe Harbor Status in each of the next three years per the goals set for Nantucket by the State through Chapter 40B and maintain local control over affordable housing.

- Received certification of amended Housing Production Plan and achieved Safe Harbor Status - 67 units – two years of Safe Harbor Status June 14, 2019 – June 13, 2021. Current SHI is 4.06% (December 23, 2019)
- AHT presented Neighborhood First Report at 1/8/2020 Select Board meeting.



Goal 2: Finalize a plan to address housing needs specifically for Town employees – year-round and seasonal.

- Standardized leases for town employee housing
- Met with current tenants to discuss market rate rents/ tax implications
- Ongoing discussion with Town Counsel to create a third-party structure to manage town employee housing
- Town Employee Housing Policy on hold until third party management discussion is completed
- Developing contract for OPM for seasonal town employee housing at 2-4-6 Fairgrounds. OPM will develop specs for architect to develop estimated costs based on Yacht Club and Community Sailing employee housing specs. Timeframe: Fall Special Town Meeting
- The Airport Commission applied a risk management/financial model to a number of housing options. Further refinement is necessary to quantify economic and non-economic return to the airport, vacancy, and construction cost mitigation.



Goal 3: Determine in greater detail the need for housing at all affordability levels (30% Area Median Income (AMI) to 200% AMI) for the community.

- Nantucket Data Platform report is complete and was presented to AHT in November. AHT is discussing findings with NDP.

 Goal 4: Identify incentives to encourage homeowners to use secondary dwelling as year-round rentals.

- Affordable Housing Trust met discussed financial elements and policy guidelines for this goal at 12/17 meeting.

### **Environmental Leadership**

 Goal 1: Provide data-driven recommendations on Island-wide solid waste management guided by principles of sustainability. (Rob McNeil)

- NDP data collection and dashboard development on waste streams is underway. (ReMain grant)
- Variety of initiatives are underway to understand and inform the public about waste stream separation.
- DEP meeting in November with DPW staff validated need to clean up waste streams
- 2020 Single-Use Plastics Ban Work Group has a variety of activities and meetings underway to educate about the ban and prepare commercial providers for the ban.
- Research study with U Mass Boston Field Station to establish a baseline of micro and macro plastic marine debris. (ReMain grant)
- Considering a pay-to-throw pilot project in one Nantucket neighborhood. Data will be collected regarding waste stream sorting.
- Need to regularize data reporting from haulers (Public Health Department) and align it with Massachusetts DEP regulations.
- Board of Public Health is continuing to discuss hauler regulations (c. 2009) to align them with current MA DEP regulations

 Goal 2: Finalize an island-wide, long-term water quality management plan that addresses ponds, harbors, stormwater and wastewater with specific ways/methods to measure improvement. (Jeff Carlson, Roberto Santamaria )

- Per 12/13/19 Memo from Jeff Carlson, the Water Quality Team has created a table of all the water quality-related goals in existing town plans in an effort to resolve and identify any conflicts. Updating the chart will be ongoing as other relevant plans are updated and revised. The chart is attached to the Memorandum. Chart will also include all town department activities related to water quality and how the departments interact with each other.
- NRD and Health Departments have engaged on-island conservation non-profits in an effort to standardize water quality testing procedures and parameters for surface water testing. A minimum required data collection form is attached to the Memorandum. A Great Harbor Yacht Club Foundation grant funded a study to evaluate bay scallop and whelk populations and seagrass for both harbors to gain a better understanding of the biologic health of the island's surface waters.

- Assessing the feasibility of building an on-island water testing laboratory to address water sampling logistical issues and sampling capacity. Final feasibility report expected in early 2020. (Needs to include an assessment of current practices to identify alternatives to on-island laboratory)
- Compiled a list of parent laws that impact water quality and pulled out specifically relevant sections to water quality management on Nantucket. A table is attached to the Memorandum. The team will provide a future update in early 2020.
- Update on SMAST Madaket study will be presented at 2/5/2020 Select Board meeting.

## Transportation

 Goal 1: Launch a downtown parking management system based on demand management principles that achieves (or is measured by) 85% occupancy of public parking spaces. (Chief Pittman, Gregg Tivnan, Janet Schulte)

- RFP for software for parking management system reviewed on 12/17/19; interviews completed on 1/21/2020; need to schedule a review of results and recommendations with Board and award contract.
- RFP responses will also be reviewed by Jason Schreiber (ReMain funded)
- 2020 will be used for data collection using LPRs and data analysis by TBD
- Job description for Parking Coordinator prepared; anticipate hiring in Spring 2020
- One additional year-round Parking Enforcement Officer budgeted for FY 21
- Decision points by the Select Board are still needed with regarding to paid parking regulation and paid parking program implementation in 2021 (hours, rates)

 Goal 2: Complete at least one key sidewalk route connection from Mid-Island (6 Fairgrounds Housing Project) to the ferries with improved standards for accessibility. (Rob McNeil)

- Contract for multi-use path design and survey for Pleasant Street/ Williams Lane/ Sparks Ave approved at November 6 Select Board meeting; public outreach will begin once survey is completed and initial alternatives are developed.
- FY 21 Capital request to fund roadway and sidewalk improvements on Newtown Road; speed tables have been installed on Newtown Road as an interim measure

 Goal 3: Shift the mode of choice of commuters from driving alone to using other modes by 6%.

- PR Campaigns by Town Administration, NRTA, and ReMain Nantucket are ongoing
- Data from LPR readers (see Goal 1) will set a baseline
- Transportation Planner has reviewed commute mode data from the 2018 American Community Survey. The data shows that in 2018 (year the Goal was set), 73% of commuters drove alone (up from 67% in 2017). (Mike Burns)
- Micro-Mobility Bicycle Share Pilot Program – Reviewed at 12/18/19 Select Board meeting; applications recommendations to be presented at 2/5/2020 Board meeting.
- Select Board requested NRTA to present options for a seasonal commuter shuttle service between 2FG and Town Lot at 1/22/2020 Select Board meeting. Further details to be provided by NRTA Administrator.
- ReMain Grant received to fund incentives for increased use of bicycles and improved safety.

## **Efficient Town Operations**

- Goal 1: Create a Facility Master Plan for the Town (Libby Gibson)
  - Use June 2015 LLB Architects report as a baseline for creating updated Facility Master Plan
  - Review is pending of an RFP for a consultant to:
    - Review all Town buildings and land
    - Determine impact of additional functions and services on facility needs
    - Provide assessment of current facility conditions
    - Determine options including co-locating all departments in one building
    - Include additional Town functions and services provided since 2015
  
- Goal 2: Invest in Technology (Karen McGonigle)
  - Information Technology Governance Steering Committee to determine requirements to:
    - Add Public WiFi within 1 mile of Pacific National Bank
    - Add Public WiFi at Surfside and Jetties Beaches (Public WiFi funded by Culture and Tourism is already in place at Children's Beach)
    - Add Public WiFi across the island except Great Point and Coatue
    - Expand and improve cell phone service across the island
  - Report presented to Select Board on December 12, 2019

## **Quality of Life**

No Goals set at this time.

- Staff are discussing RFP to conduct a long-term (9-month) Community Needs Survey of residents to identify priorities and needs.
- Draft Park & Recreation Master Plan is under review by the Parks and Recreation Commission
- To be included in professional services contract with Novak Consulting for next Select Board Strategic Planning Retreat.

Town & County of  
**NANTUCKET, MA**



# STRATEGIC PLAN



Adopted by the Select Board on October 24, 2018.  
Updated on September 11, 2019.

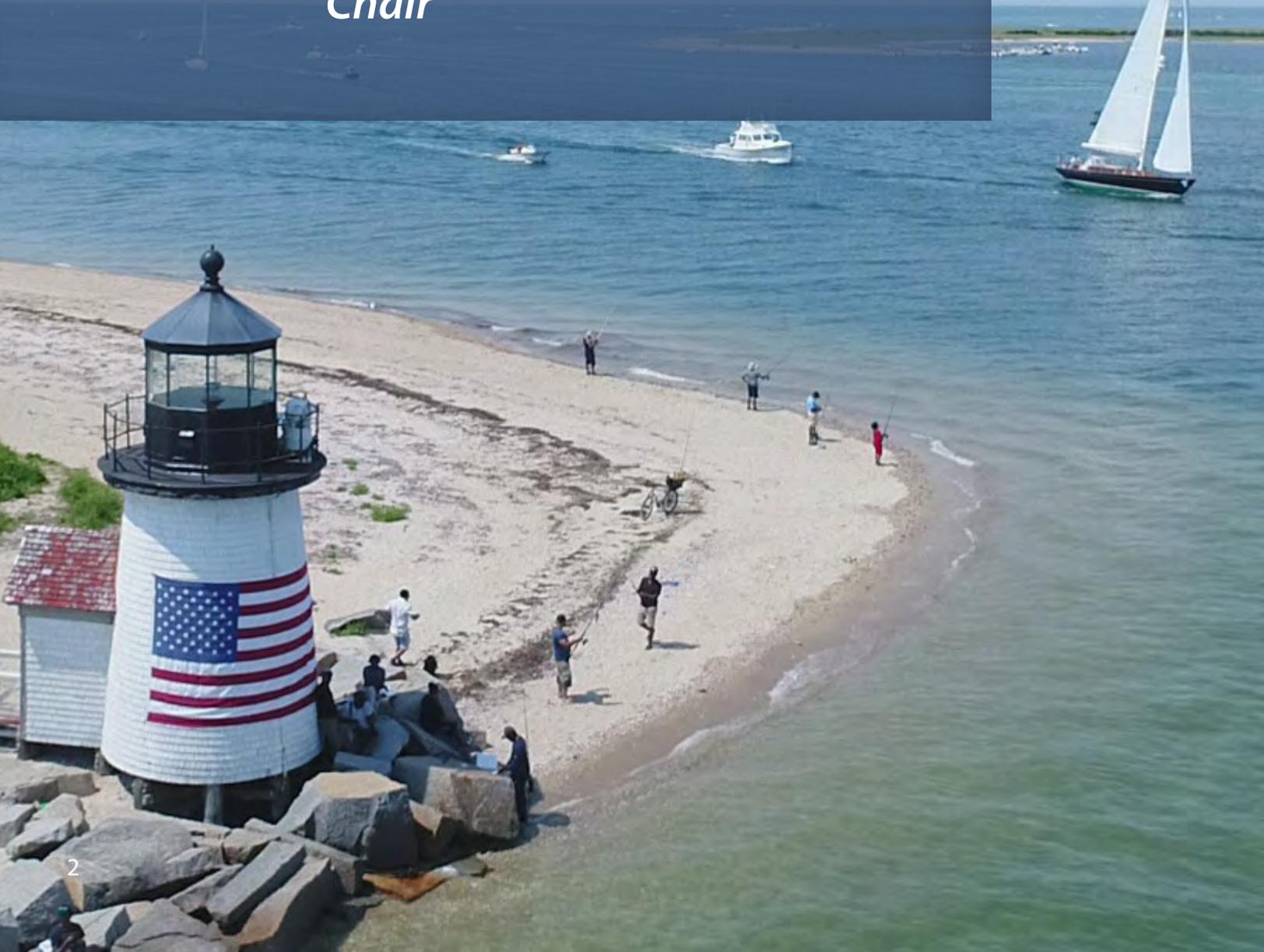
# LETTER FROM THE CHAIR

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*The Select Board is pleased to share our Strategic Plan for Town Government. As a Board, we are committed to ensuring Nantucket is livable, sustainable, and resilient. We are also determined to enhance and preserve the quality of life for our community. This Strategic Plan provides high-level direction to Town Administration and shares our vision for what we hope will be true about our community in the years to come. In 2018, the Town Manager developed a formal process for implementation. The new areas of Strategic Focus and additional Goals will weave into that implementation process. We appreciate the support and dedication of Town Staff and our community members who volunteer their time to make a positive difference on our Island.*

September 2019.

**Dawn E. Hill Holdgate**  
*Chair*



# PROCESS OVERVIEW: STRATEGIC PLANNING IN NANTUCKET

In 2018, the Nantucket Select Board developed a Strategic Plan that identified important goals that touch virtually everyone on the Island – year-rounders, part-time residents, business owners, seasonal workers, and day-trippers. In 2019, the Board revisited that work and committed to a Strategic Plan that is guided by the principles of Sustainability.

*Sustainability is how the Town of Nantucket, with a focus on historic preservation, natural resources, hazard mitigation, solid waste management, energy, public health, and education, institutionalizes practices in municipal operations that support a balance of the economic, environmental, and social health of our island, which meet the needs of current residents and visitors without compromising the ability of future generations to meet evolving needs.*

**In total, five areas of Strategic Focus have emerged to guide the priorities of Town Government:**



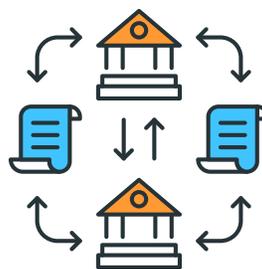
**HOUSING**



**TRANSPORTATION**



**ENVIRONMENTAL  
LEADERSHIP**



**EFFICIENT TOWN  
OPERATIONS**



**QUALITY OF LIFE**



# HOUSING



Nantucket is a diverse community with a broad spectrum of economic circumstances and has housing stock that meets the range of needs. Year-round housing is achievable for everyone who works on the Island, and the various tiers of affordable housing make year-round living comfortable, stable, and inclusive. Our seasonal workforce is able to find safe and secure housing. Homes on Nantucket are well-constructed and integrated into the character of the Island.



## GOAL 1

Achieve Safe Harbor Status in each of the next three years per the goals set for Nantucket by the State through Chapter 40B and maintain local control over affordable housing initiatives.



## GOAL 2

Finalize a plan to address housing needs specifically for Town employees – year-round and seasonal.



## GOAL 3

Determine in greater detail the need for housing at all affordability levels (30% Area Median Income (AMI) to 200% AMI) for the community.



## GOAL 4

Identify incentives to encourage homeowners to use secondary dwellings as year-round rentals



# TRANSPORTATION



Nantucket has no traffic lights. Year-round transportation includes accessible, affordable, and reliable multi-modal options that respect the historical setting of our community and limit reliance on single-occupancy vehicles and private transportation. The Town has improved safety and mobility without accommodating a car-centric culture. Pedestrians and bicyclists feel safe as they traverse along paths and walkways that abut our local roads. Our community embraced the use of technology to improve parking turnover in our vibrant Old Historic District and made year-round access a pleasant experience.



## GOAL 1

Launch a downtown parking management system based on demand management principles that achieves (or is measured by) 85% occupancy of public parking spaces.



## GOAL 2

Complete at least one key sidewalk route connection from Mid-Island (Six Fairgrounds Housing Project) to the ferries with improved standards for accessibility.



## GOAL 3

Shift the mode of choice of commuters from driving alone to using other modes by 6%.



# ENVIRONMENTAL LEADERSHIP



Nantucket residents and visitors share responsibility for the long-term sustainability of our beautiful island. We recognize our stewardship of the land, air, and water and work to ensure our community is resilient and self-sufficient. Other communities look to Nantucket to learn how to care for the natural environment.



## GOAL 1

Provide data-driven recommendations on island-wide solid waste management guided by principles of sustainability.



## GOAL 2

Finalize an island-wide, long-term water quality management plan that addresses ponds, harbors, stormwater, and wastewater with specific ways/methods to measure improvement.



# EFFICIENT TOWN OPERATIONS



The Town of Nantucket reflects the community value of fiscal responsibility in its operations. Governance is collaborative, and representation on Boards, Committees, and Commissions is reflective of the diversity of our community. Town facilities and offices incorporate modern technology and are efficient in design, energy use, and location. The Town is committed to planning for a resilient and sustainable community and maintaining and improving municipal infrastructure and assets. Town employees provide vital municipal services that are valued by residents and visitors and are engaged members of our community.



## GOAL 1

Develop a Facilities Master Plan.



## GOAL 2

Invest in Technology.



# QUALITY OF LIFE



Nantucket is a vibrant and diverse community committed to the health and well-being of our residents and visitors. The local economy provides middle-class job opportunities, and the Old Historic District is vibrant year-round. The economic vitality of the Island is bolstered by seasonal residents and visitors. Everyone enjoys public access to our beaches, waterways, and conservation land. The Island has maintained its strong rural identity and well-preserved historic character.





# Town of Nantucket Police Department

William J. Pittman  
Chief of Police

Charles Gibson  
Deputy Chief of Police



4 Fairgrounds Road  
Nantucket, Massachusetts  
02554-2804

Telephone (508) 228-1212  
Facsimile (508) 228-7246  
[www.nantucket-ma.gov/police](http://www.nantucket-ma.gov/police)

January 29, 2020

Ms. Libby Gibson, Town Manager  
Town of Nantucket  
16 Broad Street  
Nantucket, MA 02554

Re: Suggested Changes to the Parking Regulations

Dear Ms. Gibson,

As requested I have drafted several suggested changes to the parking regulations. The language in suggested change #1 has been reviewed by Town Counsel already. These changes to the regulations are being proposed so that the Town can implement the goals of the Select Board to implement a paid parking program. The Parking Management Program being recommended by the work group provides the opportunity to accomplish several objectives that facilitate the eventual implementation of the goal.

- Enhanced enforcement and data collection by utilizing hand held LPR devices.
- Implementation of a Parking Management Program that will immediately support the parking program in several ways too include:
  1. e-permitting
  2. on-line ticket processing
  3. on-line appeals process
  4. on-line report function that provides data on tickets issued, fines collected, inventory utilization, etc.
- Eventual integration of the goals paid parking objectives by utilizing cell phone-based apps and stand-alone kiosks which utilize license plate data for paid parking.

Attached are the suggested changes need to the parking regulations to implement these goals by the summer of 2020. Please let me know if you have any questions.

Best Regards,

*William J. Pittman*

William J. Pittman  
Chief of Police

cc: G. Tivnan  
J. Schulte

Attachment: Suggested parking regulation changes.

## Select Board Strategic Transportation Goal #1 - PARKING REGULATIONS UPDATE

As part of the process of implementing the Strategic Goals of the Select Board, specifically, Transportation Goal #1, the following changes are recommended to the *Town of Nantucket Parking Rules and Regulations*. Changes 1, 2 & 3 are necessary to implement the Parking Management Program that is being recommended to the Select Board. Changes 4 & 5 are being recommended by the Police Department to make management to the parking programs more efficient.

**CHANGE #1: NECESSARY TO IMPLEMENT A PAID PARKING PROGRAM.** Amend Section 200.6 (PARKING PROHIBITIONS AND RESTRICTIONS IN CERTAIN PLACES) by adding the following language hi-lighted in red. This language is recommended in order to grant Town Administration the authority required to implement a Paid Parking Program:

### Section 200.6 PARKING PROHIBITIONS AND RESTRICTIONS IN CERTAIN PLACES

200.6.1 No Changes

200.6.2 No Changes

200.6.3 No Changes

200.6.4 The Select Board is hereby authorized to establish a Paid Parking Plan in the Core District as set forth in these Regulations.

200.6.4.1 The Town Manager, with the approval of the Select Board, may procure paid parking stations, software programs, and such other equipment and services that are determined necessary to implement the Paid Parking Plan. The location of paid parking stations shall be approved by the Select Board.

200.6.4.2 Whenever any vehicle shall be parked in a parking space owned or controlled by the Town in the Core District, the owner or operator of said vehicle shall, subject to the grace period set forth in 200.6.4.3, deposit in a paid parking station the required coins or currency of the United States, or credit card, for a maximum legal parking period or part thereof, both as indicated on the paid parking station. In the alternative, the owner or operator may pay the required parking fee utilizing a payment app provided by the Town to pay the required fee.

- 200.6.4.3 Vehicles parking in the Core District shall not be required to pay the parking fee for the first        minutes of parking.
- 200.6.4.4 Any motor vehicle owned and bearing indicia of ownership by the Town of Nantucket or federal or state government, or handicap placards shall not be required to deposit any fee.
- 200.6.4.5 Operators of commercial motor vehicles may park in a parking space without depositing any fee in accordance with any provision of the Town Code regarding commercial vehicle loading and unloading.
- 200.6.4.6 A Parking Fee Schedule shall be published by the Select Board prior to the commencement of operation of the Paid Parking Program.
- 200.6.4.7 Each paid parking station or parking app shall indicate the days and hours of operation, duration of permitted parking, and the proper fee as set forth in the Parking Fee Schedule.
- 200.6.4.8 It shall be unlawful for any unauthorized person to tamper with, break, injure or destroy any pay station or to deposit or cause to deposit into said pay station any slugs, devices, metallic substance or other substitute for the payment required.

**CHANGE #2 REQUIRED TO INCREASE THE FINES FOR OVERTIME PARKING VIOLATIONS IN THE CORE DISTRICT.** The Town was granted the authority by special legislation to raise the fines for some parking offenses in the Town of Nantucket to a maximum of \$50. Although this authority was signed into law back in 2003 the Town only raised certain fines at that time leaving the fine for overtime parking at \$25 per violation. It is believed that by raising the fine for overtime parking to the maximum allowed by the Special Legislation, this will discourage those who are willing to pay a fine for parking. We also added the relevant sections from the paid parking authorization to the schedule of fines for failure to pay the appropriate rate as required and for damaging or utilizing a slug in the parking meters. These changes will only apply to the Core District or where paid parking is designated. This change is accomplished by amending Appendix J (SCHEDULE OF FINES) of the regulations by adding Sub-Section E as follows:

**APPENDIX J  
SCHEDULE OF FINES**

A. The maximum non-criminal penalty shall be three hundred dollars (\$300.00) for any violation of sections:

200.2.1	200.2.2	200.2.3	200.3.1	200.3.2	200.8.1
200.8.2	200.8.4	200.15.1	200.15.2	200.16.5	

B. The maximum non-criminal penalty shall be one hundred dollars (\$100.00) for any violation of sections:

200.4.7	200.4.17	200.4.20	200.4.21	200.4.22	200.9.1
200.22.1	200.22.2	200.22.3	200.22.4	200.23.1	

C. The maximum non-criminal penalty shall be fifty dollars (\$50.00) for any violation of sections:

200.3.3	200.4.1	200.4.2	200.4.3	200.4.4	200.4.5
200.4.6	200.4.8	200.4.9	200.4.10	200.4.11	200.4.12
200.4.13	200.4.14	200.4.15	200.4.16	200.4.18	200.4.23
200.4.24	200.4.25	200.4.26	200.5.1	200.5.2	200.6.1
200.6.2	200.6.4.2	200.6.4.8	200.7.1	200.7.2	200.10.1
200.11.1	200.13.1	200.13.2	200.13.3	200.13.4	200.14.1
200.14.2	200.19.1	200.21.0	200.21.1	200.21.2	200.21.3
200.21.4	200.21.5	200.21.6	200.21.7	200.21.8	200.21.9
200.21.10	200.21.11	200.21.12	200.21.13	200.21.14	200.21.15
200.21.16	200.21.17	200.21.18	200.21.19	200.21.20	200.21.21
200.21.22	200.21.23	200.21.24	200.21.25		

D. The maximum non-criminal penalty shall be twenty-five dollars (\$25.00) for any violation of sections:

200.4.19	200.4.27	200.12.1	200.12.5	200.12.6	200.12.7
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E. The maximum non-criminal penalty shall be fifty dollars (\$50.00) for any violation that occurs in the Core District as defined in Section 200.1 of these regulations in sections:

200.12.5	200.12.6	200.12.7
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**CHANGE #3 NECESSARY TO IMPLEMENT AN E-PERMITTING PROGRAM. This change will allow us to take advantage of the e-permitting function available in the Parking Management Software. The use of digital permits will replace many of the visible paper permits or stickers. This change will require the insertion of language specific to digital permits and subsequent renumbering of the following sections.**

200.16.2 Proper Display of permits.

200.16.2.1 Permits shall be either digital permits, adhesive stickers or placards at the discretion of the permitting agency. Said permits shall be properly displayed as follows:

200.16.2.1.1 In the case of a digital permit, no other permit(s) (adhesive sticker or placard) will be required to be displayed along with a valid digital permit.

200.16.2.1.2 Adhesive Stickers shall be inscribed with the license plate number of the so-permitted Vehicle and shall be affixed to the left rear bumper of the Vehicle so as to be easily seen.

200.16.2.2 1.3 Placard Permits shall be inscribed with the license plate number of the so-permitted Vehicle or the name of the business or organization to which the permit is issued. Any conditions imposed on the use of the permit by the permit issuing authority shall be clearly indicated on the permit. Said permits shall be clearly displayed on the dashboard of the Vehicle above the speedometer while it is parked in the area requiring a permit **or hung from the rear-view mirror in the case of a hanging placard.** Copies of placard permits shall not be considered valid.

**CHANGE #4 THIS CHANGE IS NECESSARY TO ESTABLISH THE ABILITY TO CREATE NEIGHBORHOOD-BASED PARKING DISTRICTS. This change will allow the Select Board to make modifications to the Residential Parking District that are neighborhood specific rather than all encompassing. These changes will also modify the notice requirements for amendments to the parking district map by eliminating the requirement to provide notice via certified mail to abutters.**

Section 200.6 PARKING PROHIBITIONS AND RESTRICTIONS IN CERTAIN PLACES

200.6.3 Establishment of parking districts; map

For purposes of these regulations, ~~there are hereby established three parking districts, the~~ **Select Board may from time to time establish parking districts, which shall show each designated parking district** ~~are shown~~ on a map entitled "Nantucket Parking Districts Map," **with the date adopted** ~~dated May 21, 2014~~, as amended, attached hereto and on file in the office of the Town Clerk. The Nantucket Parking Districts Map, together with all explanatory matter thereon, is hereby made a part of these regulations as Appendix L. ~~The three parking districts shown on the map include a Resident Parking Permit District, a Core Parking District and a Commercial Parking District.~~

200.6.3.1 Amendments to map

- A. Authority. The Select Board has the authority to amend the Parking Districts Map by its own initiative or after having been presented with a petition including 51% of the owners of property located on the street or streets seeking to be added to or deleted from a parking district. **Parking Districts shall be contiguous and be of a minimum size of at least 10,000 square feet.**
- B. Public Hearing. In order to adopt such an amendment to the map, the Select Board shall hold a public hearing after having published a notice of the hearing in the newspaper of general circulation in the Town at least 21 days in advance of the hearing, ~~and, after having notified, by certified mail, all record owners of property abutting the named street or streets by advising said abutters as to the time, date, place and subject of the public hearing.~~
- C. Required findings. In order to adopt an amendment to the Parking Districts Map, the Select Board shall make the following findings as part of its decision:
- ~~(1) That the street is directly connected to a street which is already part of a district.~~
- ~~(2)~~ **(1)** That, in the case of **creation of or** additions to ~~the any parking district~~ **Resident Parking Permit District**, the street(s) in question **are** ~~is~~ used regularly for parking by **a** significant numbers of persons who do not live in the immediate neighborhood, which causes a parking hardship for those living on the street during the summer. **, and;**
- ~~(3)~~ **(2)** ~~That~~ The adoption of the amendment will further the purposes of the goals established by the Select Board as they relate to parking and the control of traffic **and transportation.**

- D. Notice to residents affected. In amendments involving changes to ~~a the Resident Parking Permit District~~, at least 15 days prior to becoming effective, ~~notice shall be sent to each owner of property abutting the street or streets so affected,~~ **notice shall be given to each owner of property abutting the street or streets so affected by publication in the newspaper of record**, stating the occupants of that household are required to obtain a permit for each vehicle parking in excess of the posted time limit in the designated district and notifying the resident of the date that parking restrictions will become effective.

**CHANGE #5 THIS CHANGES THE WAY PARKING PERMITS FOR GUESTS OF GUEST HOUSES AND HOTELS ARE HANDLED.** This change will make guests of guest houses or hotels located in the downtown area eligible for Temporary Residential Parking Permits issued under Section 200.16.1.6 rather than the current practice of selling a placard(s) to the guest house or hotel. The current regulation limits the number of permits for each eligible establishment based on off-street parking availability at the establishment. This will allow the Town to collect data on the use of these permits and have contact information for vehicles issued such permits. This change is accomplished by deleting Section 200.16.1.6 (Guest House and Hotel Parking Permits) and modifying Section 200.16.1.7 (Temporary Residential Parking Permit).

200.16 PARKING PERMITS

200.16.1 No Changes

200.16.1.1 No Changes

200.16.1.2 No Changes

200.16.1.3 No Changes

200.16.1.4 No Changes

200.16.1.5 No Changes

~~200.16.1.6 Guest House and Hotel Parking Permit: Licensed guesthouses and hotels located in the Core District or Residential Parking District may be issued, upon application by the owner or their agent and the payment of a fee of \$100 per permit, a fixed number of reusable, transferable Parking permit placards. Permit placards shall be issued at the rate of one placard for each three (3) guest rooms, less the number of off-street Parking spaces owned or leased by the guesthouse or hotel. Each placard~~

shall be numbered and shall bear the name of the establishment. Placards shall be displayed on the dashboard of the guest Vehicle above the speedometer while it is parked in the Residential Parking Permit District. Permit placards issued to the guesthouses and hotels shall only be considered valid when properly displayed in a Vehicle owned or rented by a guest of the establishment and shall not be deemed valid when improperly displayed or displayed in Vehicles of employees or others not temporarily residing in the guesthouse or hotel. Replacement of lost or stolen guesthouse or hotel placards shall be granted upon payment of a replacement fee of \$10 per placard and upon the reporting of the number of the placard so lost or stolen. [Fee established by the Board of Selectmen on January 21, 2009, effective February 13, 2009]

200.16.1.7 **6** Temporary Licensed Contractor Parking Permit: Licensed Contractors who are engaged in work within the Core District or the Residential Parking District and require the use of their Vehicle to perform said work may be issued a temporary parking permit by the Town; provided that a fee of \$10 per day has been paid to the Town. [Fee established by the Select Board on October 22, 2014, effective October 30, 2014]

200.16.1.8 **7** Temporary Residential Parking Permit: Operators of rented Vehicles who own or rent dwellings which front on streets included in the Residential Parking District or the Core District, and owners of vehicles who rent or hold a short term lease for dwellings which front on streets included in the Residential Parking District, and guests of Licensed Guest Houses and Hotels located in the Core District or a Residential Parking District may be issued a Temporary Residential Parking Permit for a period of time indicated on the Permit; provided that a fee of \$10 per day has been paid to the Town; the applicant shows satisfactory proof that they own or rent and reside in a dwelling which fronts on a Public Way in one of the districts during the period between June 1 and September 30 of the year for which they are seeking a temporary permit by using a tax bill, an executed lease 90 day or less short-term, or other acceptable documentation as proof; and a valid vehicle rental/lease agreement or a valid registration card for the Vehicle to be permitted is shown. [Fee established by the Select Board on October 22, 2014, effective October 30, 2014]

200.16.1.9 **8** Long Term Parking Permit: Owners of vehicles ~~that~~ who desire to park a vehicle for longer than 7 days, may make application providing such information as the Town requires, for a permit to allow for the long-term parking of a vehicle within a Municipal Parking Lot where such long-term parking is permitted. The fee for this permit shall be \$10.00 per day commencing upon the eighth day that the vehicle is permitted to park, (no charge for days 1 thru 7). A long-term parking permit shall not be valid beyond 30 days.

200.16.1.10 ~~9~~ Courtesy Vehicle Permit: Where Stopping, Standing or Parking is not otherwise prohibited, permits may be, upon application, issued or reinstated to owners or operators of Courtesy Vehicles subject to the following:

- Vehicle must be properly commercially registered and inspected in Massachusetts;
- Vehicle must be well maintained and in good condition;
- Vehicle must be clean inside and outside and be well-painted;
- Vehicle must have all wheels covered with hubcaps;

The annual fee, (January 1 through December 31) for a Courtesy Vehicle Permit shall be \$100.00. Permits so issued shall be displayed pursuant to Section 200.16.2.2. If the permit is lost or suspended pursuant to Section 200.16.6, a replacement/reinstatement fee of \$50.00 shall apply. [Fee established by the Select Board on February 17, 2016]

200.16.1.11 ~~10~~ Live-Aboard Parking Permit: Owners of Vehicles who live full-time aboard a vessel moored on a Town licensed mooring shall be eligible for up to three “Live-Aboard” Parking Permits under this section. Provided that: a fee of \$50 for the first vehicle, \$100 for the second vehicle and \$200 for the third vehicle has been paid to the Town; the applicant shows satisfactory proof that he or she lives full-time on a vessel moored within the Nantucket Harbor anchorage for a minimum of ten consecutive weeks and that the vessel is properly documented by the U.S. Coast Guard or properly registered by the Commonwealth of Massachusetts and tied to a permitted mooring during the period between June 1 and September 30 of the year for which they are seeking a permit and, that a valid motor vehicle registration is shown for each vehicle. The Signature of the Harbor Master is required to verify proof of full-time live-aboard status. Said permit is valid only for the Municipal Parking Lot at 37 Washington Street [Fee established by the Select Board on June 22, 2016, effective June 22, 2016]



## Agenda Item Summary

Agenda Item #	X. 1.
Date	2/5/2020

### Staff

Amy Baxter, Licensing Administrator

### Subject

Micro-Mobility Bicycle Share Pilot Program Proposals/Applications

### Executive Summary

As approved by the Select Board on December 18, 2020, the Micro-Mobility Bicycle Pilot Program Application was released and applications were accepted until January 21, 2020. Three applicants submitted proposals by the deadline and are attached for review. The Select Board will select an applicant to move forward with the permitting process.

To review, this is a one-year pilot permit program to provide new mobility options for residents and visitors of the Town of Nantucket. This Program will assist the Town with monitoring and evaluating the deployment and operations of shared micro-mobility equipment for One (1) permitted operator that is issued a permit under the Program. The Program requirements are designed to limit the overall number of Bicycles that are allowed to deploy and explain the obligations and responsibilities that Operator must uphold and comply with in order to maintain an active Permit. The Town reserves the right to amend, modify, or supplement the Permit requirements. The goals of the Program are to:

1. Support an active, healthy lifestyle;
2. Ensure affordable and equitable service;
3. Fill transportation gaps and encourage the use of alternative modes of transportation, especially in the downtown area
4. Provide a low-carbon option;
5. Gain insights into the use of the shared micro-mobility device systems, compliance issues, and targeted bike infrastructure investments.



### Staff Recommendation

Please find attached overview and comparison of all 3 applicants.

It is recommended that fleet size be no more than 100 deployed bicycles. The entire fleet size may be larger than 100 to allow for replacement bicycles when needed. Please note that the number of bike rack spaces on public property accommodates approximately 300 bicycles.

Awarding of the permit by the Select Board will be conditional on vendor completing all requirements and submitting fees and insurance as determined by the Town of Nantucket Administration.

The permit is for the pilot period only which ends by December 31, 2020 if not earlier revoked or surrendered. Following the pilot period the Town of Nantucket may choose to move forward with an RFP process for a long-term (up to 5 years) permit or choose to terminate program and not issue another permit.

Some concerns to address:

- Sandy Pedals – does not want data shared publicly and it needs a better description on where to find bikes and status of developing private partnerships.
- Delight – no mention of sharing data and no mention of fines/penalty for poorly parked bikes.
- sEaBikes – no clear description of on-island presence, acquiring bikes seems uncertain, bike only available 5AM to midnight, no mention of fines/penalty for poorly parked bikes.

### Background/Discussion

n/a

Impact: Environmental  Fiscal  Community  Other

Click or tap here to enter text.

### Board/Commission Recommendation

N/A BPAC has not met since before the 1<sup>st</sup> of the year and will not meet again until at least mid-February so they have not had a chance to review proposals or provide any recommendation. BPAC did review and approve the requirements used for the application.

### Public Outreach

N/A

### Connection to Existing Applicable Plan (i.e., Strategic Plan, Master Plan, etc.)

Strategic Plan – Transportation Goal #3

### Attachments

Three Applications: Sandy Pedals; Wheels of Delight; SeaBikes; Pilot Program application with Guidelines/Requirements; Comparison chart of three applications





Town & County of  
NANTUCKET, MA

## APPLICATION COMPARISON || BICYCLE SHARE PILOT PROGRAM

	Sandy Pedals	Wheels of Delight	sEaBikes
<b>Employees</b>	1, expanding to 3	2, plus one marketing staff person	5 partners, 1 mechanic
<b>Rules of the Road</b>	provided on bike, phone app, and via email	provided on phone app, requires passing a test to unlock bike	provided on bike, phone app, contract
<b>GPS enabled</b>	Yes	Yes	Yes
<b>Data on location and useage</b>	Yes, with parking photo, requesting to share w Town but keep data private	Yes, no mention of sharing data with Town	Yes, sharable via an online dashboard, not sure about ability to export data
<b>Bike storage and maintenance facility</b>	1 Perry Lane	4 S Beach St and 115 Pleasant St	34 Sparks Ave
<b>Size of inventory</b>	125 - 100 available, 25 for spares, Class I bikes	100 in July, 80 from May to July, Class I bikes	25-50 initially up to 100 for peak, Class II bikes
<b>Contact availability</b>	7AM to 10PM	5AM to 12AM	5AM to 12AM
<b>Price of service</b>	about \$0.25/minute + \$200 application fee	about \$0.41/minute with decreased rates over time	about \$0.50/minute with decreased rates over time
<b>Parking guidance</b>	shown on phone app, color-coded, photo required	shown on phone app	shown on phone app
<b>Helmet</b>	foldable helmet provided	provided	foldable helmet provided
<b>Software platform</b>	LATTIS	LINKA	BLOOM
<b>Fines to users</b>	\$25	Not mentioned	To be determined
<b>Launch of service</b>	phone app and website to be completed after receiving permit	May with full inventory in July	30 days after receiving permit



## **PROGRAM OVERVIEW || BICYCLE SHARE PILOT PROGRAM**

The Micro-Mobility Bicycle Pilot Program (“Program”) is a one-year pilot permit program to provide new mobility options for the residents and visitors of the Town of Nantucket (the “Town”). This Program will assist the Town with monitoring and evaluating the deployment and operations of shared micro-mobility equipment for One (1) permitted operator that is issued a permit under the Program (“Operator”). The Program requirements are designed to limit the overall number of Bicycles that are allowed to deploy and explain the obligations and responsibilities that Operator must uphold and comply with in order to maintain an active Permit. The Town reserves the right to amend, modify, or supplement the Permit requirements. The goals of the Program are to:

1. Support an active, healthy lifestyle;
2. Ensure affordable and equitable service;
3. Encourage the use of alternative modes of transportation, especially in the downtown area
4. Provide a low-carbon option;
5. Gain insights into the use of the shared micro-mobility device systems, compliance issues, and targeted bike infrastructure investments with data partnerships.

## **APPLICATION || BICYCLE SHARE PILOT PROGRAM**

**The Town of Nantucket is seeking proposals from qualified vendors who seek to operate a bicycle share operation on Nantucket for the 2020 season. The following application requests a detailed overview of each applicant and the proposed plan of operations. The Town of Nantucket will review all applications the week of January 20 and request additional information as needed. A decision will be made immediately following the review period. The permit term may be extended, a new permit issued or a Bid Process launched at the conclusion of the pilot program at the discretion of the Town.**

**APPLICATION DUE: Monday, January 20, 2020, no later than 4:00 pm.**

**Email** application package to: [licensing@police.nantucket-ma.gov](mailto:licensing@police.nantucket-ma.gov)

**Mail/Deliver** application package to:

Nantucket Public Safety Facility

c/o Licensing

4 Fairgrounds Road

Nantucket, MA 02554

Questions should be directed to: [licensing@police.nantucket-ma.gov](mailto:licensing@police.nantucket-ma.gov)



# APPLICATION || BICYCLE SHARE PILOT PROGRAM

## 1. Applicant Information

Business Name:	
DBA:	
Mailing Address:	
City, State, Zip:	
Primary Contact:	
Mobile #:	
Email:	
Website:	
Proposed Fleet Size:	
Proposed Launch Date:	

### Experience

Provide an overview of your company including your relevant expertise, number of years of operation, number of employees, and any additional details you wish to share.

### Markets/References

Provide a list of every city that you currently operate in (to include partner organizations you plan on working with), the number of bicycles in each, and a local contact who can speak to your performance.



# APPLICATION || BICYCLE SHARE PILOT PROGRAM

## 2. Program Overview Details

Please provide details of how you intend to operate bike share on Nantucket. Materials should be provided in electronic format (PDF or Microsoft Word format preferred). Responses should be ordered according to the following format and should address each individual point below. For items below where a no response is provided or is not applicable please indicate clearly in the text of the response either “Not Provided” or “Not Applicable”.

### Program Overview

Include a high-level summary of the services you intend to offer as you would communicate them to potential users of the program.

- 1) Hours of operation.
- 2) Pricing, including any discount options or frequent user options such as weekly/monthly passes.
- 3) Overview of sign up and onboarding process.

### Equipment and Operations Plan

Please include your detailed plan for dockless bicycle operations on Nantucket. This plan should include, but need not be limited to, provision of the following information:

- 1) Description of the bicycles and mobile and web applications to be used, including screen shots.
- 2) Proposed Fleet size(s) and details for why that number was selected.
- 3) Plan for informing users on proper bicycle parking, directing users to designated parking areas where applicable, and encouraging compliance with applicable bicycling laws.
- 4) Plan for monitoring and relocating incorrectly parked bicycles.
- 5) Bicycle preventive maintenance and inspections process and schedule.
- 6) Storage of bicycles during non-operational hours.
- 7) Customer Service: Please provide an overview of your customer service process, including:
  - a) Time frames for acknowledgement and resolution.
  - b) List of communication methods, including your 24-hour customer service number, website URL, and the identifying information for your mobile app.
  - c) Process for receiving and resolving bicycles blocking the sidewalk, travel lane, etc.

### Locations

Please include maps and detailed flow for pick-up and drop-off of equipment to include the following:

- 1) Main staging areas for fleet pick-up (where bicycles will be staged for new rentals).
- 2) Outline anticipated rental flows and how bikes will be collected and repositioned for new rentals.
- 3) Please detail geofencing capabilities and how the technology will be used to ensure proper placement of bicycles.



## APPLICATION || BICYCLE SHARE PILOT PROGRAM

### Technology

Please provide plan for providing the data listed in the following data sharing requirements. Please describe additional capabilities not included in this list if applicable:

#### 1. Data Sharing Requirements:

- a) To the extent possible, Open Data protocols shall be followed. All publicly shared data shall be anonymized and respect users' private information, including location. TOWN is authorized to publish all provided data.
- b) PERMITTEE shall provide the following data types to TOWN at least monthly, and preferably, via a dashboard in real time with viewable archived data trends:
  - a. Systemwide bicycle use data.
  - b. Trip data—origin and destination within geographic zones.
  - c. Trip route data—line data on a map from nearest intersection (from actual origin) to nearest intersection (from actual destination location).
  - d. Bicycle availability and distribution data.
  - e. Anonymized user demographic data and trends.
  - f. Live data on parked bicycle locations and bicycle availability.
  - g. Locations with high resting idle times (parked and unused for over three (3) days).
  - h. Collision and other safety data.
  - i. User and public comments and complaints.
  - j. Other evaluation data as needed

TOWN OF NANTUCKET  
**BICYCLE  
SHARE PILOT  
PROGRAM**

APPLICATION BY WHEELS OF DELIGHT  
JANUARY 20, 2020



SOLAR-POWERED

TOWN OF NANTUCKET

# BICYCLE SHARE PILOT PROGRAM

APPLICATION BY WHEELS OF DELIGHT  
JANUARY 20, 2020



# 14,000 MILES. SO FAR.



**We are grateful for the opportunity to apply to provide the Town of Nantucket's residents and visitors with a viable, affordable, scalable, and perhaps most importantly, carbon-neutral alternative to the automobile. Having already launched a successful business renting e-bikes on Nantucket, we have logged the miles, fixed a few glitches and have made a lot of people smile. We are 100% locally owned and our goal is to create jobs for islanders and contribute to the local economy. From here, the future look very sunny.**



# THE DETAILS.

**Business Name:** Wheels of Delight LLC

**DBA:** Wheels of Delight

**Mailing Address:** 4 South Beach St Extension, Nantucket, MA 02554

**Primary Contact:** Tobias Glidden

**Mobile #:** (508) 901-9473

**Email:** team@shantylight.com

**Website:** www.wheelsofdelight.com www.delightbike.com

**Proposed Fleet Size:** Pilot - 100 bikes (Can scale as needed)

**Proposed Launch:** May1, 2020



# EXPERIENCE.

WHEELS OF DELIGHT  
2019 FEEDBACK CUSTOMER  
SURVEY RESULT:

**Wheels of Delight is Nantucket's first electric bicycle rental company located at 4 South Beach Street Extension. Founded by Tobias Glidden and Zachary Dusseau in July of 2018 with the goal of fostering more sustainable, healthy and fun transportation on the island.**

**Seeing combustion-driven vehicles having a negative impact on the island, Tobias and Zach took the leap and started Wheels of Delight. Today, the company has a proven track record of getting islanders out of cars and onto bikes through both rentals and sales. All the bikes rented to date are powered by the first solar array in Nantucket's Historic District.**



# EXPERIENCE.

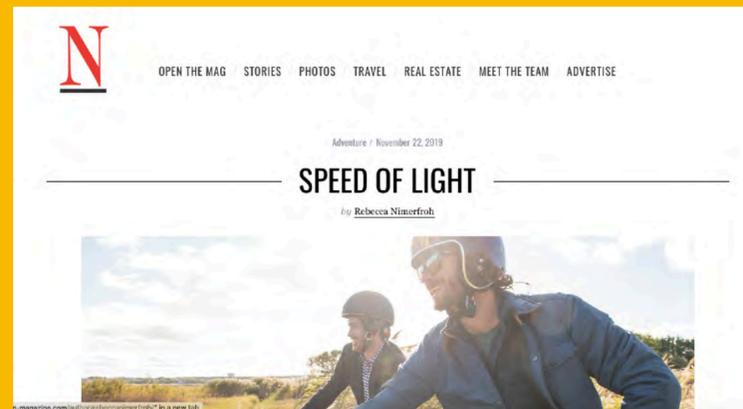
CONTINUED



**Tobias brings over 6 years of bicycle maintenance and repair along with strong customer service experience. In addition to running the day to day operations at Wheels of Delight, Tobias is also dedicated to improving quality of life on the island. He has been a community leader on issues from affordable housing to energy and fisheries policy. Zach started ACKSmart Energy – the Island’s only local solar installer – eight years ago. Most recently installing solar for two of the NRTA WAVE bus shelters. Zach brings a vast technical experience in electrical engineering to Wheels of Delight. He has been building his own electric bikes from-the-ground-up for years and looks forward to sharing the joy of e-bikes with everyone he meets. In addition, the team at Wheels of Delight is supported by Grant Sanders of the SAND Agency, an award-winning island strategy and communications firm with deep experience in the public transportation space.**



# MARKET + REFERENCES.



**Wheels of Delight has been in full operation, with hundreds of rentals and tens of thousands of miles traversed on Nantucket. Both Tobias and Zach are well known, established members of the island business community and are members of the Nantucket Chamber of Commerce. References: contact Harvey Young 508.221.4936, Bruce Beni 508.280.6131, or Rob Cocuzzo 781.572.1734. But perhaps our best references come from our customers, as seen on the next page.**



CONTINUED

# MARKET +

# REFERENCES.



**“Wonderful time, made me appreciate the island more.”**  
Charlestown, MA



**“Great service, pleasant greeting and inviting environment.”**  
Savanah , GA



**“Love the vibe around the shop!”**  
Lexington, MA



# PROGRAM OVERVIEW.

The Wheels of Delight (WOD) bike share program is modeled after the best practices of several existing bike-share services in other locations. With one difference. Our bikes will be 100% solar-powered using swappable Bosch state-of-the-art batteries.

1) Hours of operation: 24/7 Except that one will not be able to initiate a new rental between 12AM and 4AM which is designed to discourage reckless new riders.

2) Pricing at this writing is still to be determined based

on costs and staff needs, but we anticipate a base cost of \$0.41 per minutes with discounts at the two hour, four hour, eight hour and 24 hour levels. To support the local community, especially downtown restaurant and hospitality workers, we plan to offer a discount for all locals with valid drivers license or other proof of residency. Drivers' license are scanned by app.

3) Sign up and onboarding: App-based, requiring passage of rules-of-the-road test prior to operation (See Tech Section).



# EQUIPMENT.



**The majority of the Wheels of Delight fleet consists of Raleigh Venture 2.0 step through models with Bosch pedal-assist motor. There is no throttle and the electric motor disengages whenever the the user stops pedaling or brakes are applied as a safety precaution. Additional fleet updates may be filled with a comparable electric step-through cruiser. All bikes equipped with lights, helmet, basket and the LINKA mobile bike lock and app (more on that later). Keeping in mind the requirement of the Select Board, the WOD fleet will launch with approximately 80 bikes in May as we ease into the summer months and scale up to 100 by July 1. This allows for a soft-launch trouble-shooting phase to execute early data analysis and perfect the business model.**



# OPERATIONS PLAN.

The WOD LINKA app manages all user compliance issues with regard to proper parking locations and compliance with local laws. We will encourage new users arriving on the boat to familiarize themselves with the requirements using the app before they ride. The app also allows us to monitor incorrectly parked bikes so we can trailer them, swap batteries and relocate them into service.

All vehicles will be maintained and cleaned weekly at a minimum. The app will alert WOD staff when bikes require repair or when they are due for a 500-mile tune-up. WOD has a proven maintenance plan developed through 14,000 miles of use in the summer of 2019. We maintain ample storage for bikes at two locations: 115 Pleasant Street in the mid-island, and 4 South Beach Street Extension



# LOCATIONS.



**Our two main locations target the island's busiest sectors: Downtown and the Mid-Island. Our HQ is at 4 South Beach Street extension within walking distance of boats and familiar to our user base. We also have commercial space at 115 Pleasant Street adjacent to the Stop & Shop.**

**Potential locations include private business partners such as the Nantucket Hotel, Wauwinet, Summer House, Bartlett Farm, Millies and others. Initial conversations with local businesses have been positive. We also hope to have discussions with the town regarding several public bike-friendly locations. Flexibility will be critical in adjusting locations based on usage trends.**

**Care will be taken to clearly geofence away from areas like Steamboat Wharf, Straight Wharf and any areas where leaving bikes would be prohibited.**

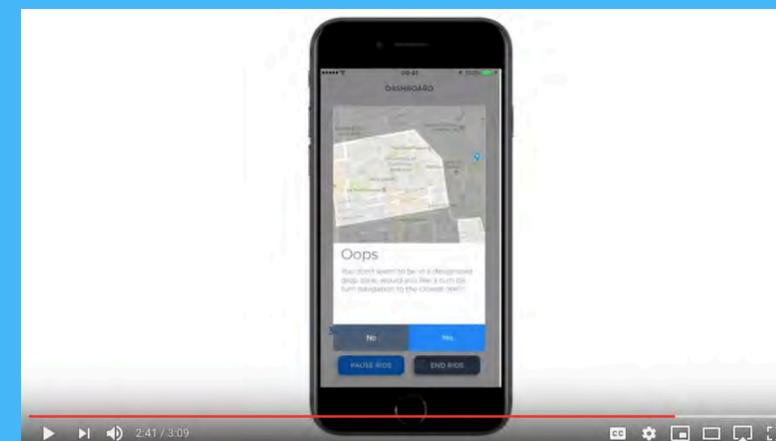
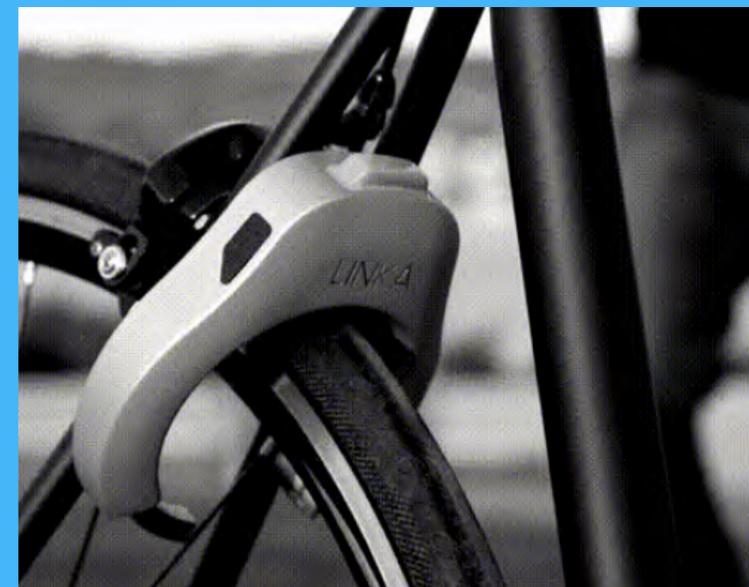
**Relocation: Based on usage, bikes will be repositioned 4 at a time via bike trailer by Wheels of delight staff. Via our app backend, which is powered by the LINKA architecture, relocating bikes will be managed by a dedicated staff member who will have instant knowledge of all non-geofenced inactive vehicles. We anticipate a relocation time of less than 60 minutes. Users who attempt to abandon bikes outside the geofenced area will be alerted and then charged a relocation fee if they are not in compliance.**



# TECH.

The magic behind the WOD solution is the LINKA bike lock and app, customized for Wheels of Delight and Nantucket. LINKA offers a complete bike share fleet geofencing, locking and payment solution that is ideal for the island. Using the app, the user agrees to the rules of the road and unlocks an available bike. When their session ends, they are directed to an approved geofenced location. GPS data on all usage is captured and available via a user-friendly dashboard.

On the back end, LINKA provides a simple and easy-to-use data sharing platform. Thanks to GPS, WOD staff can track usage patterns and adjust bike locations based on usage. In fact, we can monitor the entire fleet of WOD bikes in real time.



If a user parks outside an approved geofenced area, the user gets a warning and directions to the correct location. This video explains LINKA's Geofencing capabilities. [Click to play on YouTube.](#)



**AND LET'S  
NOT FORGET:**



# IT'S ALL SOLAR- POWERED, BABY.



Providing an e-bike fleet for Nantucket is one thing. Doing that and powering every single bike with energy from the sun is something entirely different. It's clean. It's less expensive. We already have much of the capacity. In fact, last year, our solar array created enough power to circle the globe on an e-bike 35 times (850,000 miles). It's what the island's visitors and residents want. **RIDE THE SUN.**

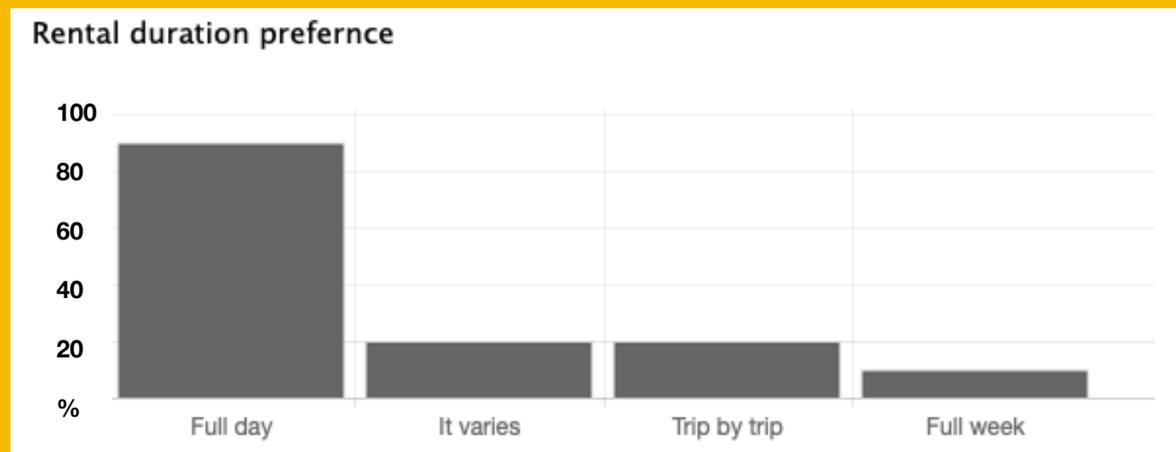


In a recent customer survey Wheels of Delight scored a perfect 100% for customer satisfaction.

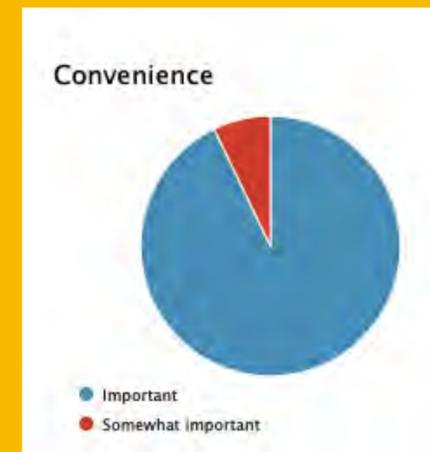
# BUT WAIT, THERE'S MORE.



Close to 90% of respondents said they would be extremely likely or somewhat likely to try app-based bike-share.



While most customers want full-time on-demand transportation, others want more flexibility



Convenience is critically important to WOD customers.



THANK YOU.



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# sEaBikes, LLP



## Town of Nantucket Bicycle Share Pilot Program 2020

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Business Name: sEaBikes, LLP.

DBA: sEaBikes Nantucket

Mailing Address: Dugan Grady Law Associates, 975 Smith Street  
Providence, Rhode Island 02908

Primary Contact: Barbara Grady

Mobile #: (401) 525-8484 / (401) 497-2781

Email: bgrady@dugangradylaw.com

The Website is being designed in conjunction with our technology partner BLOOM Technology, LLC. The website will include telephone and email contact information.

sEabikes intends to launch the pilot program in April 2020. The launch will be a roll-out with the first 25-50 bikes being delivered by Daffodil Weekend. The balance of the 100-bike fleet will be delivered as they are produced by our manufacturer in Dania, Florida. The roll-out will allow us to bring the E-bikes online in a slower, more organized fashion. This will also allow input from interested parties, most importantly the Town on issues that may need to be addressed before the full fleet of 100 E-bikes are up and running. If the program is successful and renewed by the Town, we project adding an additional 250 bikes to the fleet by the Summer of 2021 if demand and usage warrant.

## **Introduction:**

sEaBikes LLP was organized in 2019 with a goal of bringing the first bike-sharing business to the Island of Nantucket. This proposal seeks to bring a new and environmentally friendly form of transportation that is easy to use and encourages an active and healthy lifestyle on Nantucket and its sister islands, all of which have been inundated with vehicular traffic in recent years. Nantucket, in particular, experiences significant traffic issues in the downtown area during the summer months. Nantucket, with more than 32 miles of bike paths is an ideal location for pedal-assist electric bikes. sEaBikes will offer residents and visitors to the Island an alternate form of transportation and will enable riders to travel far greater distances than can be done on a traditional pedal-only bicycle. It will thereby encourage more people to choose bikes over cars.

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The E-bike world continues to dominate as awareness of health and environmental sustainability grows. The goal of our company is to bring bike sharing to the island, thereby enabling more flexible travel options, including one-way destination travel. With the introduction of E-bikes, individuals will be able to find a bike via our app, unlock the bike, and use it as needed. The bikes can be deposited at any location and locked after use. Our business model, which allows for short term rental, is aimed at making this a viable, alternate mode of transportation.

### **Experience: Management & Advisors:**

**Emily Dugan and Benjamin Taylor:** Young entrepreneurs who came up with the idea for sEaBikes. Both are passionate about bringing a new form of alternative transportation to the Island that mitigates the traffic problem and encourages more sustainable and healthier travel. Benjamin and Emily will bring a young, driven, and technological-savvy energy to the team, serving as the directors of marketing, and technology. Benjamin is currently a student-athlete at Brown University, while Emily is currently working for Bain Capital in Boston, MA.

**Barbara Grady, Esq:** Barbara is a graduate of Boston College and received her JD from the University of Notre Dame. Barbara has owned and operated her own law firm in Providence Rhode Island for 30 years. She will be responsible for contract negotiations and negotiations with town officials to ensure that the pilot program is operating consistent with the promulgated regulations. Barbara will also be part of the customer service team. If sEaBikes is selected, Barbara plans on taking a leave of absence from her law practice to devote full energy to this project.

**Jeff Grady:** Jeff owns and operates Capital Construction in Wilton CT. He has been a successful self-employed businessman for more than 25 years. He also has a passion for biking and global sustainability issues. Long distance riding is Jeff's forte and he has raised thousands of dollars for multiple charities. Most recently, Jeff raised funds for CT Challenge, assembling a team of riders to do the « 300/24 » biking 300 miles from Canada to Connecticut in 24 hours. An avid proponent of carbon reduction, Jeff is devoted to promoting bikes as a more sustainable alternative to cars. As a former resident of Martha's Vineyard, he understands the challenges of island traffic and congestion and is committed to creating viable alternative transportation for residents and visitors. He is currently training with LEVA (Light Electric Vehicle Association) for certification as an E-bike technician. Jeff will serve as the Resident Operations Manager

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whose responsibilities will include daily repositioning of the bikes, customer service, and maintenance supervision.

**Tony Cahill:** (Advisor/Liaison) Tony is a long time Nantucket resident who serves as an on-Island advisor. He will continue in that role and will also be a liaison to town officials to immediately address any concerns or issues that arise with the Pilot Program. For the last six years, Tony has been a dedicated volunteer with the Nantucket Wheelers Program and is responsible for maintenance and repairs of the program's bikes.

**Operations Team** - The operations team will also include an on-Island mechanic to provide routine maintenance and inspections of the bikes and will assist in repositioning, battery charging and battery change out as needed.

**BLOOM Team:** The technology component of our business model is provided by BLOOM Sharing Technology, LLC of Dania Beach, FL (hereinafter ' BLOOM '). BLOOM has a longstanding partnership with our bike manufacturer Republic Bikes. BLOOM has over 1000 systems currently in use and has provided bike sharing technology to numerous Fortune 500 companies, schools, and national parks throughout the country. BLOOM technology provides a hands-on customers service team for maintenance, consultation and technological assistance. The contract we have with Republic/BLOOM provides 24/7 customer support, technical assistance, and app maintenance.

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## **Program Overview:**

### **i. Our Bikes**



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Our proposal suggests bringing 100 pedal assist Class 2 electric bikes to the Island for the Pilot Program. All bikes will be in full compliance with MGL Ch 90 Sec 1(B).

The range of the E-bike is 30 to 40 miles per charge, with a maximum speed limit of 20 miles per hour. Republic technology uses a single speed mid-drive system with torque sensor. The motor is 250W and the battery is 36V. It includes a GPS controller system for geo-fencing, tracking, and management. The battery health is reported back via cellular communication. The battery can only be unlocked by authorized personnel (staff) and requires approximately five hours for re-charge.

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**BIKES FOR SHARING****It all starts with the bikes.**

Our SHARED BIKES are designed specifically for fleet orientation, getting around and passing around. They're comfortable, unisex and low-maintenance (and super cool). They're assembled for you right here in the USA, and we have loads of options -- so **get in touch** and we'll help design your own fleet today.

[Learn more](#)

Our custom designed bikes will include following exclusive features: Design and identity branding setup, custom branded, durable ABS plastic chain case plate, anti-microbial grips for fleet use, anti-UV comfort saddle, anti-tamper safety hardware including height limited seat post, oversized seat post, quick release and adjustment guide, low-maintenance hub brake system, anti-dent, extra-durable, all-weather polymer fender set Grip-twist bell, double leg stability kickstand, anti-corrosion, anti-rust stainless wheel set, pedal-assist electric system, and **Airless Muffin® Tires (airless, flat-free, maintenance-free)**.

In addition, each bike will feature a prominent decal that notifies each user about the rules and regulations: that bikes must not be stored or parked at the end of use in a manner that obstructs pedestrian or vehicular traffic on any public way or parked in any way that inhibits access to public spaces. These instructions will also be part of the app/ contract for use.

The bikes will be delivered to the island completely assembled with GPS and all technology fully operational. The bikes will be ready to go as soon as they roll off the ferry. All fleet bicycles are assembled in the USA. Each bike will also be equipped with a front mounted headlight and appropriate safety reflectors including a rear light. Every bike will have a collapsible helmet attached to the bike. The app will encourage

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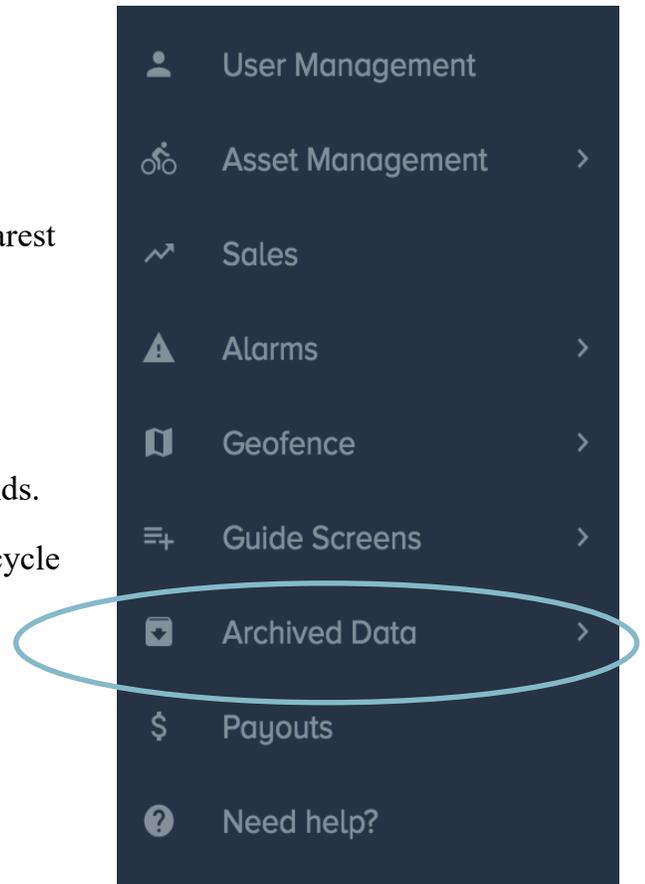
riders to use the helmet at all times during the ride and return the helmet to the designated pouch affixed to the bicycle at the end of the ride.

**ii. Technology**

Data Sharing Requirements:

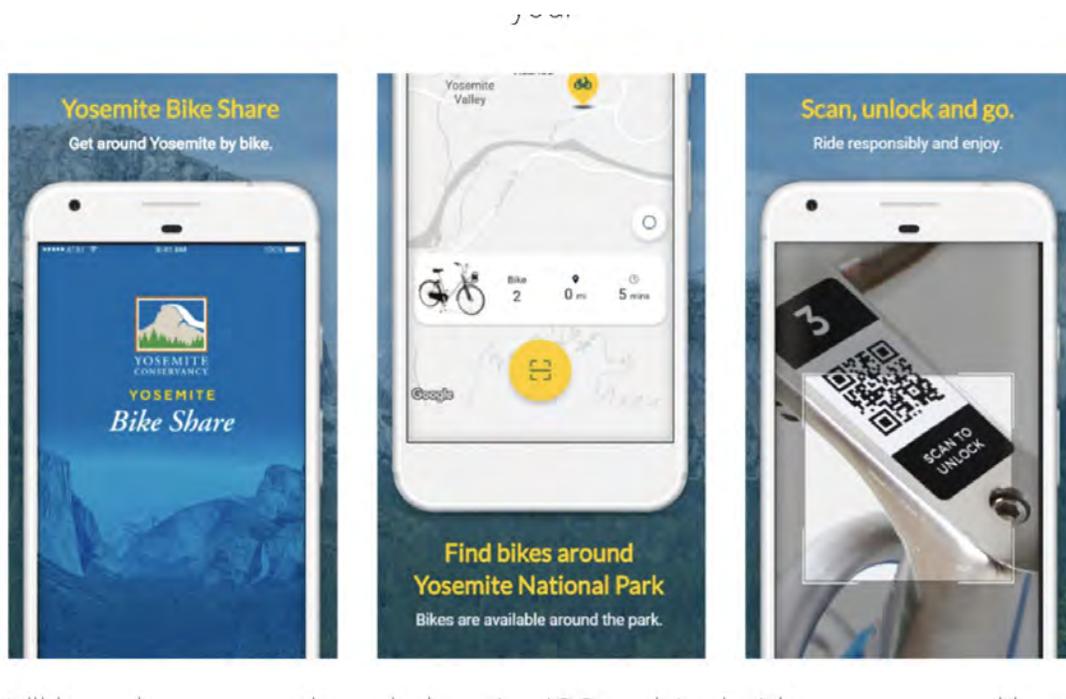
sEaBikes will provide the following data types to Town at least monthly, via a dashboard with viewable archived data trends:

- a. Systemwide bicycle use data.
- b. Trip data—origin and destination within geographic zones.
- c. Trip route data—line data on a map from nearest intersection (from actual origin) to nearest intersection (from actual destination location).
- d. Bicycle availability and distribution data.
- e. Anonymized user demographic data and trends.
- f. Live data on parked bicycle locations and bicycle availability.
- g. Locations with high resting idle times (parked and unused for over three (3) days).
- h. Collision and other safety data.
- i. User and public comments and complaints.
- j. Other agreed upon data as needed.



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## Custom branded APP (BLOOM):

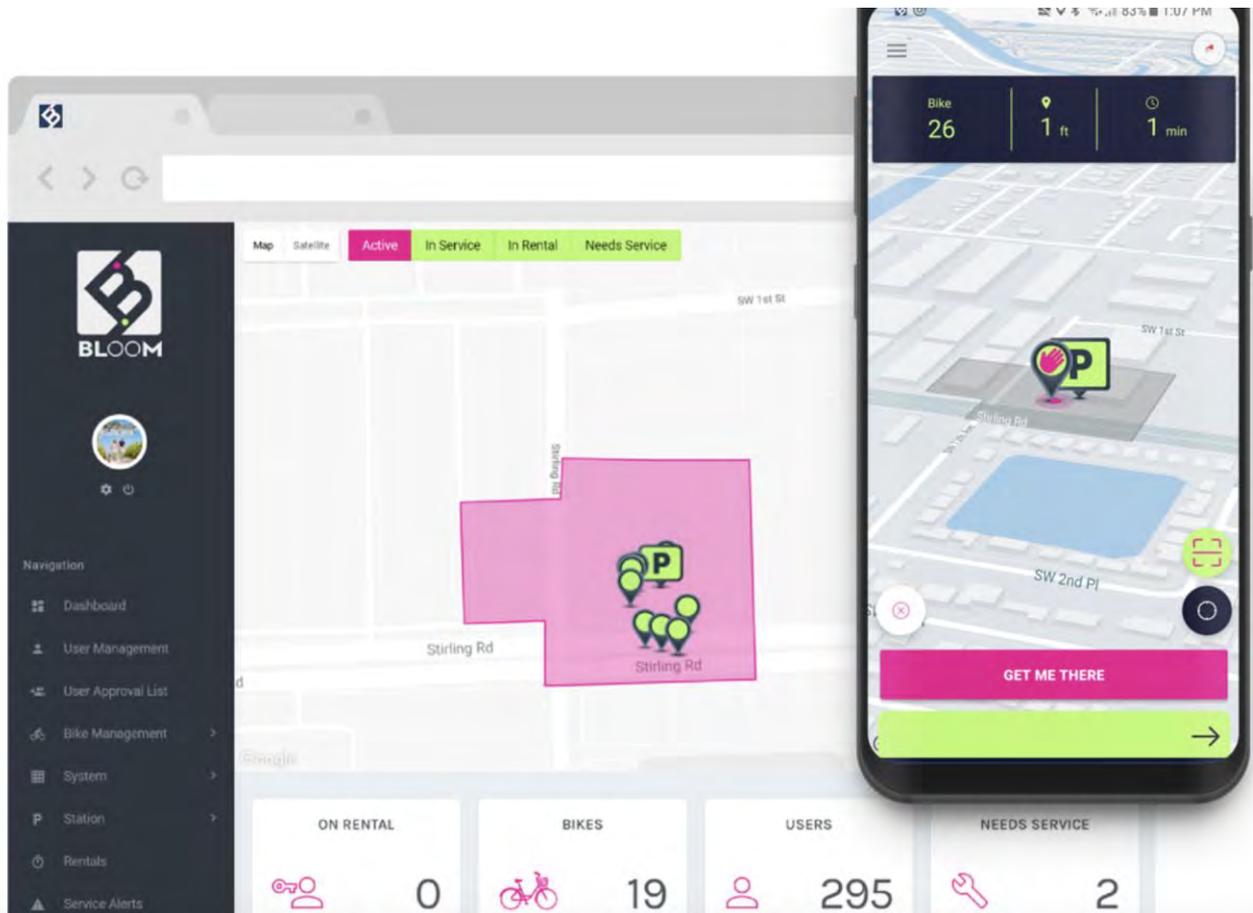


**Figure 1: Example: Yosemite National Park uses BLOOM’s Bike Share depicting the bike number, location, and how to scan to unlock.**

The BLOOM app is a completely branded custom experience compatible with iOS and Android native apps. BLOOM operates in many cities throughout the country and has partnered with Aspen, Colorado, Tabor Academy, Ritz Carlton, Charles Schwab, Google, and Yosemite National Park to name a few. BLOOM partners with Republic bikes to ensure the App corresponds directly with the bikes in a seamless

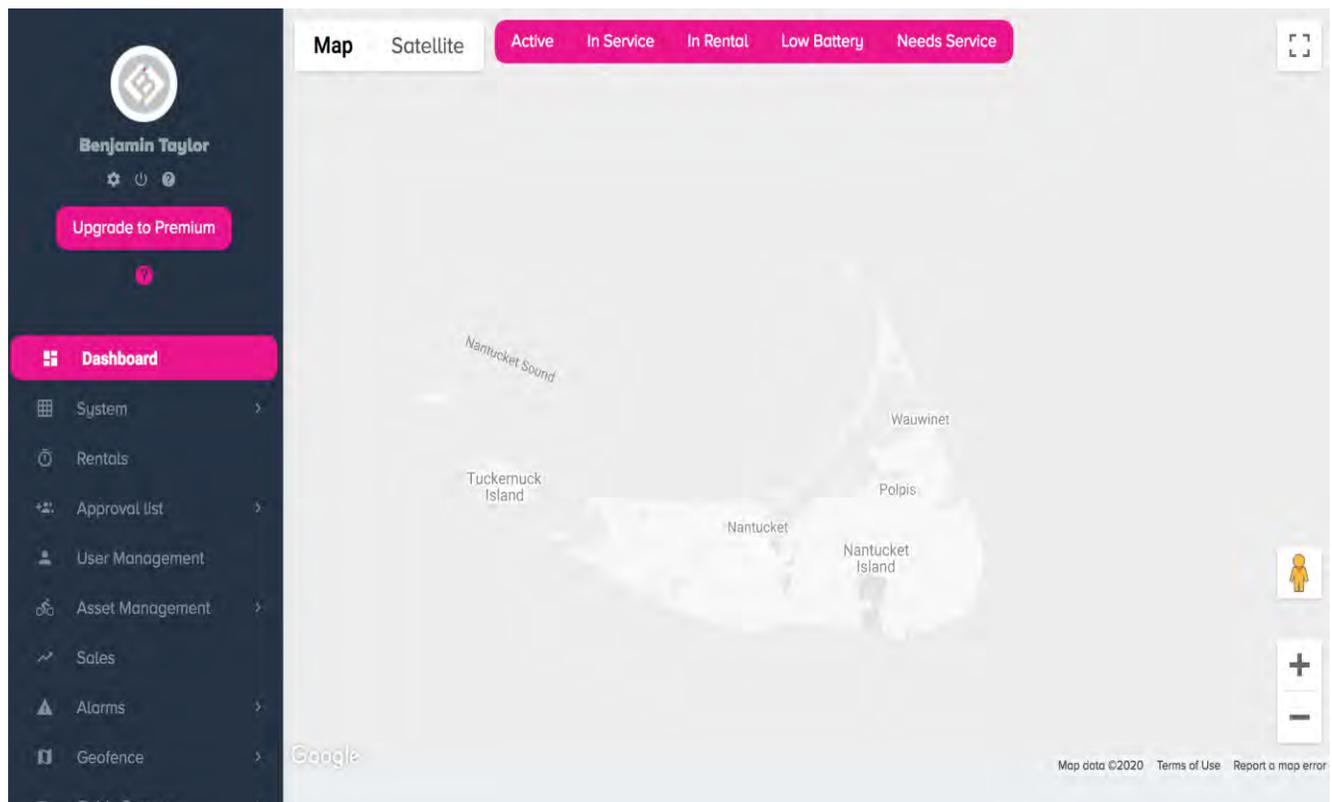
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manner and the customer service team is knowledgeable on all aspects of the bike/App to answer any maintenance or technological questions. The partnership is cohesive so that the App adheres directly to the mechanics of the bike and the software provides a seamless blend of transit and technology.



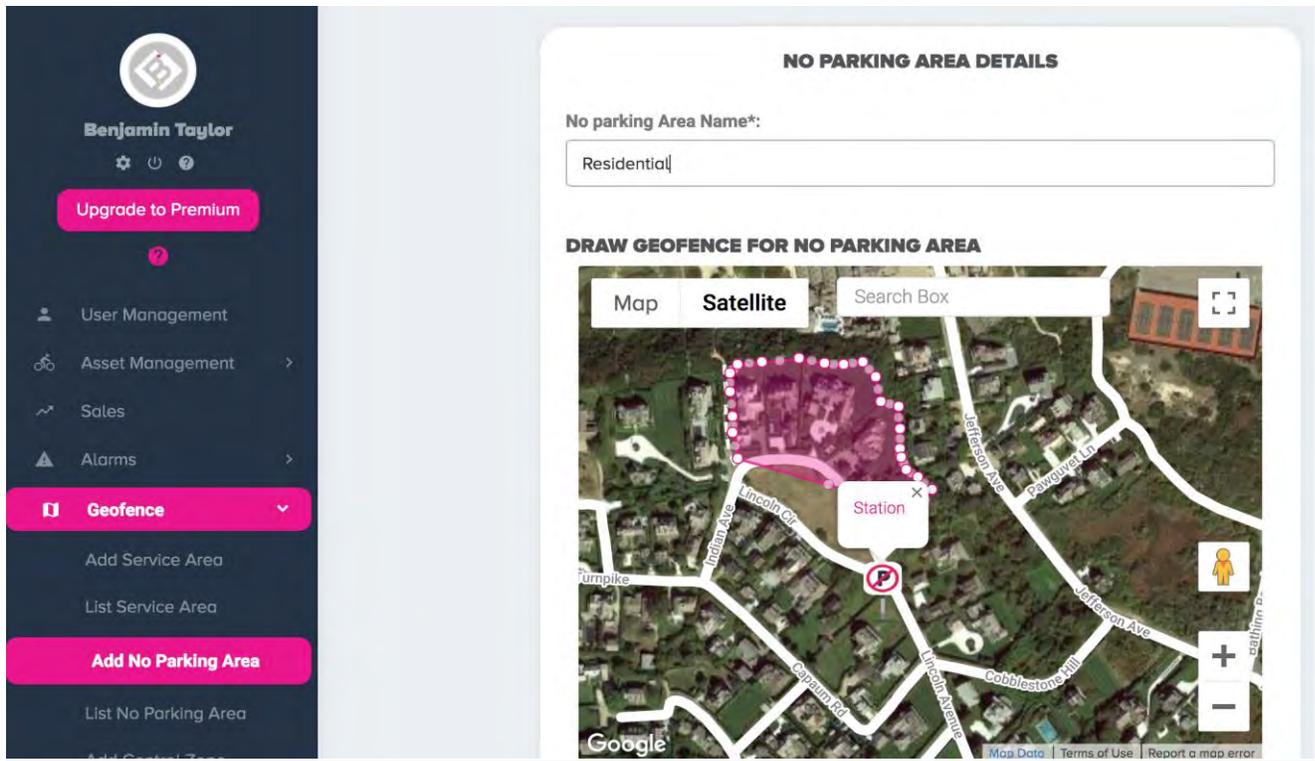
**Figure 2: Layout of BLOOM dashboard.**

The BLOOM app will provide specific instruction on parking requirements, helmet use and prohibited areas for operation of the bikes. The app will display a map and information on how many E-bikes are in the area, how many are in use, which bikes need service, etc. It will include a map of Nantucket and indicate restricted areas as well as areas to park. When a rider unlocks the bike, sEaBikes LLP terms and conditions will be displayed stating all restricted areas, safety concerns, and rules for riding. The rider must read and sign the agreement.



### iii. How it works:

Bike sharing allows for individuals to access E-bikes via the app and is ideal for shorter trips. Many bike sharing businesses around the country require users to return the bikes to docking stations after use. Our approach will encompass something different; users can travel on the bike to their place of choice and dismount. After the bike stops, it will lock, and the individual will no longer be charged. Regulations will be in place instructing riders on preferred parking areas and areas where bikes will be prohibited from parking. For example, personal property and other town-restricted areas will not be permitted for bike drop off. Our operations team will work to collect the bikes and return them to the preferred locations and other agreed upon areas several times per day. This way, bikes will be placed at various locations around the Island, so they will be available for users to “pick-up-and-go.” Our company will work with town officials to identify the most appropriate places to station bikes to make them accessible to residents and tourists in areas that will be least disruptive to both pedestrian and vehicle traffic.



We will work with the Town of Nantucket to select appropriate site planning where bikes and bike stations can be located. These sites will take into consideration the impact on pedestrian traffic, crosswalks, emergency vehicle access, etc. Bike share programs generally do not require on-site staff, and operate via the app; however, we will have a full-time presence on the Island with principals and employees responsible for maintenance, storage, and daily repositioning of the bikes.

## **Operations:**

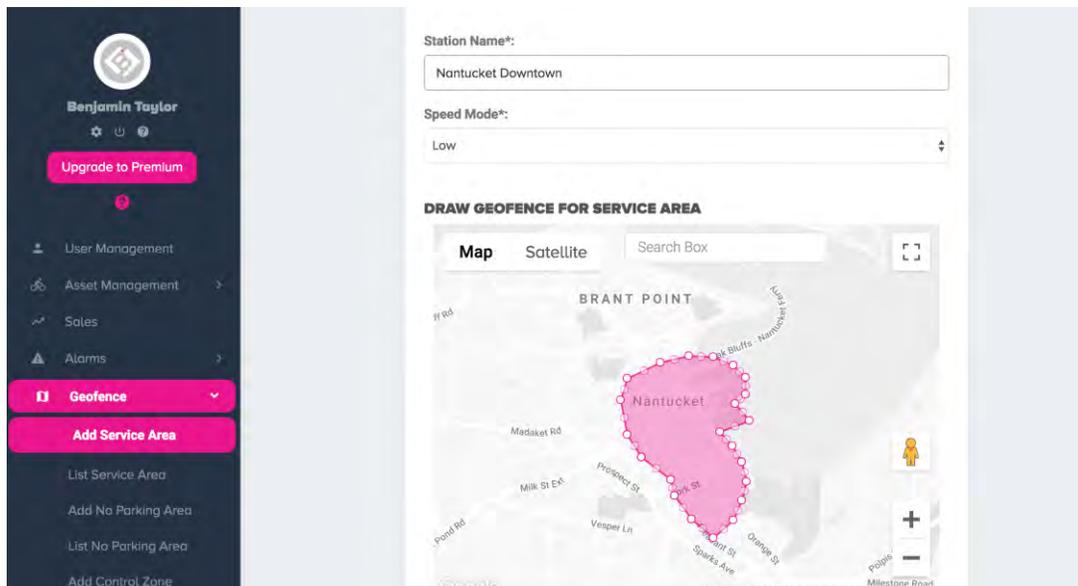
*Operation of the bike:* Bikes can be located around the Island via the E-bike's GPS system.

*The basics:*

- Download the app: BLOOM
- Type in credit card information/means of payment
- The app will display a map that shows where each available bike is via the GPS installed in the bike
  - Note: bikes that are out of service or not charged will NOT show up on the GPS map
- Locate the bike
- Use the scan to unlock the bike

- Agree to terms and conditions that state restricted areas as well as safety concerns (helmet wearing: collapsible attached to back of bike)
- Meter will start

Individuals can ride the bikes anywhere around the Island with the exception of prohibited areas designated by the company and the Town. The app will illustrate the geographical zone where biking is encouraged and will also illustrate areas that are prohibited. If bikes are left outside of the geographical zone in prohibited areas riders will be charged a surcharge to encourage compliance with designated drop areas. The geofencing technology will also allow us to restrict the speed of the bicycles in certain locations (if required by the Town). The geofencing technology also allows us to designate certain areas where riders will not be permitted to terminate a ride. For instance, if the Town selects an area where they do not want bikes parked, this technology will prohibit riders from ending the ride at that location. If a rider attempts to park/end a ride in the prohibited area, the app will continue to charge until the bike is returned to a permitted zone. The hours of operations will also adhere to town regulations. BLOOM Technology has the ability to turn the fleet off for certain hours. We anticipate the hours of operation to be 5:00 am to 12:00 am however can be adjusted in accordance with towns recommendation to either expand or restrict these hours.



## Locations:

sEaBikes will work with the Town to identify the most appropriate locations for staging the bikes. The tentative locations that have been identified and are illustrated on the map attached hereto as Exhibit 1. These locations are subject to change based on demand,

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usage, and town input. sEaBikes will continuously monitor the demand and usage from each location. The goal is to ensure that the bikes are interspersed throughout the Island and made available to the maximum number of riders possible. We will monitor the data to determine which locations get the most use and work to keep bikes positioned regularly at those locations.

### **Parking/Docking/Repositioning:**

Our business model plans to start with no docking stations, however BLOOM/Republic have made it feasible to implement a solar-powered, low maintenance charging/docking stations that are compact and space sensitive. These provide parking and charging stations for the bikes. Our launch will not include docking stations, but they can be brought on board with relative ease if the consensus is that they would improve the program.

BLOOM is designed to integrate with existing systems and to be flexible to accommodate growth. Our program will encourage users to park bikes at existing bike rack locations throughout the Island and other specifically designated areas.

sEaBikes is also prepared to purchase/supply additional bike racks for placement around the island to address the need of bike parking shortages. We will work with the Town and any other interested parties for input on the most appropriate locations for the bike racks. We are currently working with local businesses to obtain additional docking and parking options.

Our operations team will work to collect the bikes at the end of the 2020 season and store them on the Island. Some bikes may be used during the off season if deemed appropriate. Our hope is to work closely with the Nantucket community in all aspects of our business.



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## Maintenance/Customer Service

The BLOOM technology will allow the company personnel to monitor and track every bike 24 hours a day, seven days a week. Staff will know exactly where every bike is, whether the bike is in need of service, and the battery life of each bike. The bikes will be repositioned at least one time per day. In addition, upon receipt of notice, either through the app or through direct contact with our customer service of inappropriately placed bicycles, best efforts will be made to remove those bikes from the prohibited areas within four (4) hours of receiving said notice.

**Service Alerts** [Download Report To Excel](#)

Show 10 entries Search:

Bike/Issue	User	Username	Reported On	Status	Action
No data available in table					

Showing 0 to 0 of 0 entries [Previous](#) [Next](#)

We will have an on-Island mechanic to provide preventative maintenance, inspections and repairs of the bicycles.

It is expected that the majority of bicycles will remain at selected locations throughout the Island during non-operational hours. Our technology will permit the bikes to be “turned off” between the hours of 12:00 a.m. to 5:00 a.m. To the extent necessary, storage of bikes will be permitted at our operations center/launch site at On-Island Gas on Sparks Avenue.

The goal of this business model is to provide a customer friendly and customer responsive alternate mode of transportation on Nantucket. In that regard, we will place a high priority on expeditious responses to any complaints relative to the operation of our business. All customer inquiries, concerns or complaints registered via telephone, electronic communication, website or in person will be addressed within 24 hours of receipt.

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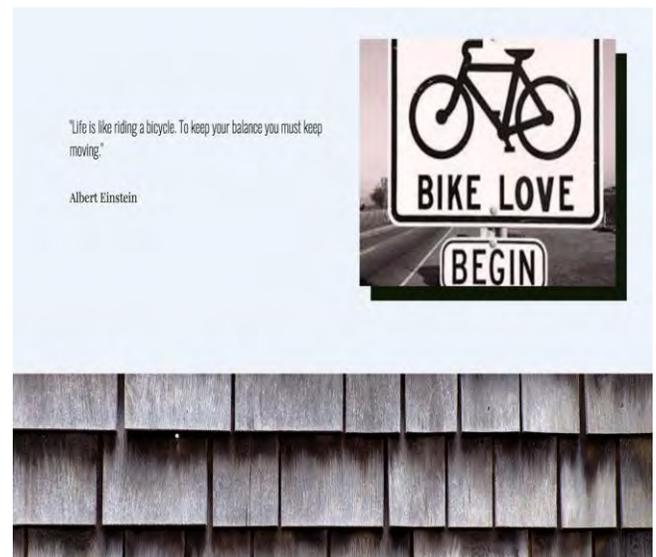
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## **Storage/ Staging:**

The staging area for our operations will be at On Island Gas, 34 Sparks Avenue, Nantucket, MA. Bikes will be serviced and stored at this location. The central location of our staging area will allow for easy and accessible repair and repositioning.

## **Custom branded website:**

Part of our contract with BLOOM includes website design and launch assistance. We are currently working with our technology partner to design the website and expect to have that up and running within 30 days of application acceptance.



## **Insurance:**

Full liability coverage will be in place per the Town's requirements.

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## Estimated Pricing Projections

5 minutes: \$2.50

15 minutes: \$6.50

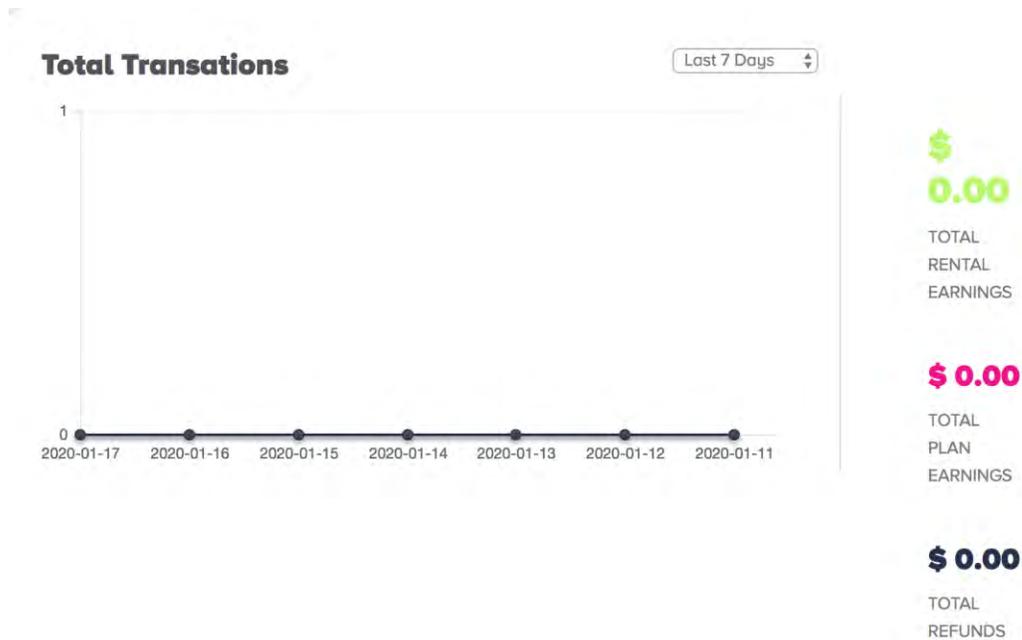
30 minutes: \$9.50

45 minutes: \$14.00

60 minutes: \$18.50

Each hour thereafter: \$10 per hour

We are prepared to offer discounts for frequent users geared primarily towards residents or off Island employees who travel frequently to the Island for work in order to encourage use of transportation alternative.



## Bicycle Share Pilot Program Application

Sandy Pedals Bicycles

Sandy Pedals Bicycles LLC

10 Bayberry lane

Nantucket, Ma, 02554

Thomas C Holt

(781) 864-4531

[sandypedalsbikes@gmail.com](mailto:sandypedalsbikes@gmail.com)

[www.sandypedalsbikes.com](http://www.sandypedalsbikes.com)

125 Bikes

April, 19, 2020

### Overview/Experience:

Sandy Pedals Bicycles is a limited liability corporation that will provide affordable, short-term and widely accessible bicycle rentals on Nantucket. Sandy Pedals is a start-up with no previous history of operation on or off island. There are currently no employees other than me, although I plan on hiring 3 additional employees when I get the license.

I have a significant depth of relevant experience that I will outline below. I started a stage design business with two partners in 2002. I eventually left that business due to the desire to travel and get to know the world. When I eventually landed back in New England, a friend who was managing a ski/snowboard/bike shop told me he needed a skilled technician. I was already very well versed in the construction of skis and snowboards but learned a lot about the rental and sales aspect of the business. I found that I was very good at spending the time with clients and finding them the right gear for them. Once the winter season was over, I was required to sell bikes and I realized that I needed to get to know bicycles much better if I was going to start talking to clients about what they needed in a bicycle. In order to achieve this goal, I started hiring the best bicycle mechanics who could teach me and in turn I taught them all about skis, snowboard, and rental aspects of the business. As I learned, I quickly reconnected with my childhood love of bicycles that I have not lost since. When I arrived on Nantucket 16 years ago, I was working as a stone mason but could not let my passion for bicycles rest, so I applied to a local bicycle repair shop to keep my hands dirty and mind learning.

As I learned more, I started repairing any bicycle I could to try to help my friends and co-workers who could not afford the repairs at the local repair shops. I soon discovered that there was a large part of the working community on Nantucket that was struggling to balance the cost of transportation to work relative to their income. For the next 8 years, I started repairing bicycles for whoever needed it for free, or for whatever they could offer in return.

With the current bicycle purchase and rental options on Nantucket, there is an untapped opportunity for short-term, easily accessible, smart and affordable bicycle rentals that are available at any hour and any time of the year. A bike share program can address the unmet needs of many people such as commuters, locals, seasonal workers and day-trippers who may only need to go one way, cannot afford other available forms of transportation, whose destinations are not on the public transportation routes or who travel outside of normal hours of operation to the public transportation system. Through the strategic distribution of affordable bicycles, I aim to reduce the congestion of vehicles downtown as well as the rest of the island and promote a healthier environment and lifestyle. Advantages include:

- Eases traffic island-wide
- Opens rider to flexible use
- Fast and easy - no lines, no reservations
- Affordable - cheaper than a taxi, Uber or Lyft
- More efficient movement of people in and out of town
- Available year-round and for 24 hours a day
- Creates an affordable option for seasonal and commuting work forces
- No long-term contract allowing riders total control of use
- Organized locations for pick up or drop off
- Ability to list the traffic rules of Nantucket on the bicycle and through the app
- All bicycles are GPS tagged with ability to track hourly use and location at all times
- Ability for user to alert for repair needs
- Bicycles hardy enough to withstand all of Nantucket wild weather
- Redistribution to hot spots before 7 am or after 10pm
- Flexible redistribution targeted for specific events and holidays
- Allows mechanics the time to participate in island events such as the triathlon or fairs to promote the business
- Obvious marking that discourages theft and automatic locking mechanism that does not allow for use off island

After town permitting for use of bicycle racks on public property, the first step is to move into a bicycle repair and maintenance shop as well as overflow storage at 1 Perry Lane. In the future, I would like to acquire a space large enough for storage, and for a repair shop for the bicycle fleet, and community repairs.

Initially the Company will purchase 125 bicycles equipped with GPS tracker with locking mechanisms. These bicycles will be built and painted with logos, and the Nantucket road rules, printed on them. Once the bicycles are built, they will be distributed to public locations downtown as well as other high traffic areas such as Cisco, Surfside, Madaket, Eel Point, Sconset. Private locations have also agreed to allow parking on their properties (current list attached)

As the bicycles are rented and used, data will be gathered and analyzed to understand the flow of bicycles, high use times and popular locations. This information will help with adjustment of strategic bicycle relocation throughout the day and week as well as seasonally for events.

#### References:

Timothy Drain  
Chairman or the board of directors at Visit Big Sky  
General Manager at Natural Retreats Big Sky  
[t.drain@naturalretreats.com](mailto:t.drain@naturalretreats.com)  
1(406)209-2782

Jordan Polon  
Executive Director, Hartford Business Improvement District  
[Jpolon@hartfordbid.com](mailto:Jpolon@hartfordbid.com)  
1(860)728-2289

Michael Souza  
Repair Shop Manager at Youngs Bike Shop Nantucket  
[michaeljsouza@gmail.com](mailto:michaeljsouza@gmail.com)  
1(603)661-5553

Victor Ferrantella  
Owner/Operator of Nicholas Ferrantella Landscaping  
[Vic@nantucketgardenrock.com](mailto:Vic@nantucketgardenrock.com)  
1(508)221-6855

#### Program Overview:

- 1) Bicycle redistribution will happen from 7 am to 10 pm. Customer service will available from 8 am to 5 pm with emergency availability from 7 am to 10 pm.
- 2) Pricing: 25 cents a minute. Annual fee of \$200 for year-round residents.
- 3) Once you download the Sandy Pedals Bikes custom app, you fill out your personal information. Then the map of Nantucket will open with all the available bikes shown. Once you choose a bike there will be two options offered to unlock the bicycle. First is the reservation option, which will give you 10 minutes to get to the reserved bicycle and start the ride. Second is the QR scan where you simply walk up to any available bicycle, scan the QR code on it and start

your ride. After the bicycle is rented you will then see all the approved parking areas defined by different colors. At the end of your ride you'll find an approved parking spot, lock the bicycle, then tap End Ride on the app. At that time the app will ask you to take a photo of the bike, this will end your ride.

Equipment and operation plan:

1) I will be using a class one, aluminum frame, electric assist bicycle with a rear rack and a front basket. Attached to the basket will be a dry bag containing a federally approved foldable helmet. I am partnering with the well-established bike share service company Lattis. I will be running the app on Lattis's technology platform. Lattis will customize their platform to my requirements and in line with the town's regulations.

2) I have chosen to use 125 bicycles to launch for a few reasons. First, with my many years of experience I have learned that 125 bicycles is a perfect number for one person to manage and is not too many to overwhelm Nantucket. It is also a number at which the manufacturing costs become more cost effective.

3) I have canvased areas of the island and talked to business and landowners asking them to participate in the parking infrastructure for Sandy Pedals. Within the app, the areas will be color coded to show the rider where they can and cannot go. For example, areas that are not allowed will be red, temporary or destination areas will be yellow, and all staging or hubs will be green. All of the parking information will be on the app as well as on the web site. Riders will also receive an email explaining parking and rules of the road for Nantucket.

4) Every bike has real-time GPS location monitoring so I can see where each bicycle is parked. I will also receive a photo of where the bike is parked once the rider closes out their ride. From 7 am to 10 pm, I will have two employees monitoring and moving the bicycles out of improper spots to hubs every two hours (or as needed). There will be a parking penalty for improperly parked bikes. For example, if the rider parks in a red zone or in an egregious manner, a fee of \$25 will be added. For more minor parking violations, there will be a sliding scale, which will be determined on a case by case basis.

5) With the technology platform from Lattis, I have the capability to identify each bicycle. From there I can create a customizable maintenance program for each bicycle. If the bicycle has a maintenance requirement, an alert will come up on all the admin devices and the bicycle will be picked up. The rider also has the ability to report a maintenance issue, the same alert will appear on the admin devices. This platform will also keep records of all maintenance performed.

6) During peak season, 100 bicycles will be out and available to riders, while the other 25 bikes will be available for a quick swap out for repair bikes. In the shoulder seasons road-ready bicycles will be reduced to 75, and off season will be reduced to 25. All unused bicycles and the service shop will be located at 1 Perry lane.

7) The majority of customer service will be run through the app in real time, as well as more in depth information communication through email. There will also be an emergency number for road-side assistance.

- A) All calls and texts from the app will receive a response during operation hours as outlined above. More complicated issues will be handled through email.
- B) Due to the apprehension over getting the license to operate on Nantucket, the purchase of a phone service, setting up the website, and creating the app (although it has been mocked up) has not yet been done.
- C) As outlined above, designating parking locations will be marked on the map within the app for the rider, and tracked in real time from the GPS device. An alert will be sent to administrators for any bicycle parked inappropriately and the bicycle will be moved. The photo required at the end of the ride will also help determine the speed at which the bicycle needs to be moved. A penalty will also be applied to the rider's account depending on the severity of the improper parking.

#### Location:

1) The main staging area will be the bike racks in the town lots across from the town docks. Other areas of interest for staging areas are: the major beaches (Madaket, Dionis, Steps, Jetties, Surfside, Cisco, Sconset), Humack Pond Rd./Bartlett Farm Rd. intersection, Long term parking behind the town building off Old South Rd., and the turn outs on the bike path side of Mile Stone Rd. The hope is that these areas will hold anywhere from 5 to 15 bicycles.

2) My understanding of the Nantucket bike market is that need for transportation is highest when the boats arrive. From there riders will move out of downtown to either their homes, worksites, beaches, or any of the other attractions Nantucket has to offer. With the real-time GPS I will be able to monitor the locations of every bicycle and relocate them from where they were ridden back to the high traffic staging areas.

3) Lattis' geofence technology allows me the ability to customize the shape, size and color (type) of every parking area. The areas will be color coded to show the rider where they can and cannot go. For example, areas that are not allowed will be red, temporary or destination areas will be yellow, and all staging or hubs will be green. All of the parking information will be on the app, on the web site, and the rides will receive and email explain parking and rules of the road for Nantucket.

#### Technology:

It is hard to explain each and every one of these technology points with out just showing you the administrative platform, the short answer is Yes I can comply with these points. I also reached out to Lattis and shared these requests. They gave me the following responses:

**Technology Please provide plan for providing the data listed in the following data sharing requirements. Please describe additional capabilities not included in this list if applicable:**

The Lattis Platform is built for efficient fleet management which is the result of tools and data collection working together. Data sharing is important so each operator on the Lattis Platform

has access to real time data with graphs, downloadable reports per month in csv format and has the opportunity to demand custom reports.

### **1. Data Sharing Requirements:**

**a) To the extent possible, Open Data protocols shall be followed. All publicly shared data shall be anonymized and respect users' private information, including location. TOWN is authorized to publish all provided data.**

We work globally and we are happy to comply to the Open Data protocols of Nantucket. The data can be anonymized.

**b) PERMITTEE shall provide the following data types to TOWN at least monthly, and preferably, via a dashboard in real time with viewable archived data trends:**

Some of the data can be visualized directly by logging in on the Dashboard in real time. Credentials can be provided by the town. Custom reports can be provided monthly to the TOWN.

**a. Systemwide bicycle use data.**

No problem and it is already available.

**b. Trip data—origin and destination within geographic zones.**

No problem and it is already available.

**c. Trip route data—line data on a map from nearest intersection (from actual origin) to nearest intersection (from actual destination location).**

No problem and it is already available.

**d. Bicycle availability and distribution data.**

No problem and it is already available.

**e. Anonymized user demographic data and trends.**

We can do it very easily.

**f. Live data on parked bicycle locations and bicycle availability.**

Already available.

**g. Locations with high resting idle times (parked and unused for over three (3) days).**

We can do it.

**h. Collision and other safety data.**

I am not sure what that means.

**i. User and public comments and complaints.**

You can already rate the app but it would be fairly easy to add a comment section.

**j. Other evaluation data as needed**

Lattis is open to provide any data that the operator requires.

All said I have concerns with the request to make all this information public. I'm happy to share the information with the town, I'd like to ask if we can have a conversation about using it for municipal purposes but not publishing it publicly. The reason for this request is to protect the information from on-island competitors who are themselves not required to share their competitive information with the town or publicly, as well as protecting this information from new bike-shares who could simply copy my business model.

## APPEALS PROCEDURE before the Select Board

The appeal to the Select Board concerns the HDC decision and is not a new hearing of the matter already heard by the HDC. No new information may be brought forth during the appeal process before the Select Board. Any information not previously submitted to the HDC will not be allowed.

1. The chairman opens the public hearing and may outline the procedure to be followed including the time allotment for the statements and rebuttals.
2. The appellant states his/her case and the reason for the appeal.
3. The Historic District Commission defines its position.
4. Rebuttals follow.
5. Public comment may be taken although any separate interests that may be expressed will not become part of the argument.
6. The chairman invites questions from the Board and closes the public hearing.
7. The Board makes a decision or may take the matter under advisement.
8. A written decision is prepared for Board signature.

**HDC Appeal  
of 112  
Wauwinet  
Road**

Nicholas P. Brown

100 Summer Street  
Boston, MA 02110

617.488.8145 voice  
617.824.2020 fax  
nbrown@pierceatwood.com  
www.pierceatwood.com

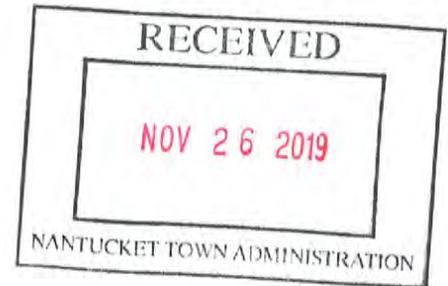
Admitted in: MA, NY, RI

November 26, 2019

**Via Hand Delivery**

Select Board  
Town of Nantucket  
16 Broad Street  
Nantucket, MA 02554

Re: *Appeal of HDC Approval for COA No. 72738  
112 Wauwinet Road; Map 11, Parcel 20*



Dear Members of the Select Board:

We represent Lydia Denney Palmer LLC ("LDP"), the owner of the property located at 110 Wauwinet Road. LDP is a direct abutter to the proposed dwelling to be constructed at 112 Wauwinet Road; Map 11, Parcel 20 (the "Property"). The Property is owned by Jon P. and Kerry F. Walker (the "Applicants") with a mailing address of 30 Griswold Road, Rye, New York. By this letter, LDP appeals Certificate of Appropriateness ("COA") No. 72738 issued by the Nantucket Historic District Commission ("HDC") on July 16, 2019 and filed with the Nantucket Town Clerk on November 19, 2019. The decision to approve COA No. 72738 should be reversed because the HDC failed to properly consider the impact of the proposed new dwelling on the character and historic context of the village of Wauwinet as required by the HDC's enabling legislation and its development guidelines.

The powers and responsibilities of the HDC are set forth in special legislation enacted by the Massachusetts legislature in 1970, Chapter 395 of the Acts of 1970 (the "Act"). A copy of the Act is attached hereto as Exhibit 1. The express purpose of the Act "is to promote the general welfare of the inhabitants of the Town of Nantucket through the preservation and protection of historic buildings, places and districts of historic interest." Act at Section 2. Pursuant to the Act, the entire island of Nantucket is designated as a historic district subject to preservation and protection by the HDC.

In the case of new construction or additions to an existing structure, the Act requires the HDC to "consider the appropriateness of the size and shape of the building or structures both in relation to the land area upon which the building or structure is situated and buildings and structures in the vicinity." Act at Section 9(b). The HDC must further consider "the position of such building or structure in relation to the street or public way and to other buildings and structures." *Id.* To maintain the historic character of Nantucket, the Act empowers the HDC to "impose dimensional and setback requirements in addition to those required by applicable bylaw," e.g., the Nantucket Zoning Bylaw. Finally, the Act requires the HDC to "make and publish rules and regulations adopting or establishing guidelines for exterior architectural features." Act at Section 8.

In furtherance of this mandate, the HDC has adopted, as a set of guidelines, *Building with Nantucket in Mind; Guidelines for Protecting the Historic Architecture and Landscape of Nantucket Island*, by J. Christopher Lang and Kate Stout (1995) (the "Guidelines"). The Guidelines expressly state that one of the goals for construction outside the Town of Nantucket is "[t]o protect the character of existing small settlements on the island," including Wauwinet where the Property is located. Guidelines at 10. The Guidelines further state that "[i]n these areas the primary goal for new construction is to harmonize with the existing building pattern and character." *Id.* Thus, "[t]o be appropriate the new construction must instill a sense of relatedness to the surrounding buildings. The most important criteria for this relatedness are the primary design decisions of building siting—scale and massing." Guidelines at 89-90. In this case, the HDC approved a large addition to a small cottage in Wauwinet that does not harmonize with the historic, village character of the surrounding area.

The Property is 0.83 acres in size and directly abuts the Head of the Harbor in Wauwinet, one of the small, historic villages of Nantucket that is accorded special consideration by the Guidelines. The existing cottage dates to 1964, is a single story, and has just 832 square feet of living space. See Property Record Card, attached hereto as Exhibit 2. The proposed "addition" – more appropriately characterized as a demolition and rebuild – is two stories in height, nearly doubles the first-floor living area to 1,526 square feet, and completely fills the width of the lot from the southern to the northern property line. The large scale and massing of the proposed dwelling represents a total departure from the existing small structure on the Property and represents yet another decisive step toward the wholesale elimination of Wauwinet's village character.

The design materials submitted in support of the proposed dwelling clearly show that the new dwelling completely consumes the existing cottage so as to render the existing cottage unrecognizable. The HDC Chair, Raymond Pohl, acknowledged as much on May 28, 2019, noting that "the whole notion of saving the existing house and considering this as an addition is disingenuous." HDC Meeting Minutes for 05/28/2019. He further stated that the applicant should consider "giving up and moving this [the proposed dwelling] out of the 50-foot buffer [zone from the wetlands resource area boundary] and keeping the existing structure as a guest house or garage." *Id.*

Despite these legitimate concerns from Chairman Pohl, the HDC did not require the Applicants to obtain approval to demolish the existing cottage as expressly contemplated by Section 6 of the Act.<sup>1</sup> Nor did the HDC require even moderate, much less significant changes to the design, scale, or massing of the proposed new dwelling. Instead, the HDC approved the proposed dwelling after a series of minor, if not irrelevant, modifications that fail to meaningfully address the improper scale and massing of the proposed dwelling, its relation to neighboring houses and structures, and its corresponding impact on the village character of Wauwinet.

While the HDC reduced the number of windows and made a few small reductions to the height of several gables (without reducing the full height of the structure), it

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<sup>1</sup> Section 6 of the Act states that "[n]o building or structure within the Historic Nantucket District shall be razed without first obtaining a permit approved by the Historic District Commission." The Guidelines go further and require that a separate demolition application be filed with and carefully reviewed by the HDC before a demolition may proceed. See Guidelines at 20-22.

nonetheless approved a new dwelling that (i) almost quadruples the interior living space of the existing cottage (832 sq. ft. vs. 2901 sq. ft.); (ii) triples its ground cover (844 sq. ft. vs. 2,370 sq. ft.); and (iii) doubles its height (one story vs. two stories). A comparison of the initial design drawings submitted to the HDC on May 15, 2019 with those ultimately approved on July 16, 2019, shows that the final design – its footprint, scale, massing, and siting in particular – is virtually unchanged from the original.

Ultimately, by approving COA No. 72738, the HDC failed to preserve the existing cottage in any meaningful way and likewise failed to fulfill its statutory obligation to “promote the general welfare” of Nantucket “through the preservation and protection of historic buildings, places and districts of historic interest.” As a result of the foregoing, the HDC’s decision to approve COA No. 72738 should be reversed on grounds that it is arbitrary and capricious, and should be remanded to the HDC for further consideration of the dwelling’s impact on the character of Wauwinet.

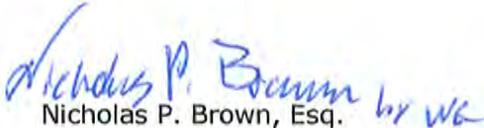
In support of LDP’s appeal of COA No. 72738, please find the following documents enclosed with this letter:

1. A check payable to The inquirer and Mirror, in the amount of \$335.10, to cover the amount of the public hearing advertising costs;
2. A certified copy of HDC Certificate of Appropriateness No. 72738; and,
3. A copy of the meeting minutes for the applicable meetings of the Nantucket Historic District Commission.

Should the cost of advertising exceed \$335.10, please contact me and I will send another check for the additional cost.

Please also note, we are available to attend any of the meetings of the Select Board in December, 2019 or January 2020, with the exception of January 15, 2020.

Sincerely,

  
Nicholas P. Brown, Esq. *by wk*

Enclosures

cc: Nantucket Historic District Commission (*by hand delivery*)  
Jon P. and Kerry F. Walker, 30 Griswold Road, Rye, NY (*by first class mail*)  
Emeritus Development, 8 Williams Lane, Nantucket, MA 02554 (*by first class mail*)

# EXHIBIT 1

**§ A301-4. Historic District Commission.**

**ACTS, 1970. CHAP. 395**

**AS AMENDED BY ACTS: 1972, CHAP. 708; 1984, CHAP. 300; 1985, CHAP. 291; 1987, CHAP. 735; 1989, CHAP. 333; 1990, CHAP. 314; 1998, CHAP. 193; 2000, CHAP. 57; 2002, CHAP. 90; 2010, CHAP. 8; 2014, CHAP. 338**

**AN ACT ESTABLISHING AN HISTORIC DISTRICT COMMISSION FOR THE TOWN OF NANTUCKET AND ESTABLISHING NANTUCKET ISLAND AS THE HISTORIC DISTRICT**

Be it enacted, etc., as follows:

SECTION 1. Chapter 601 of the Acts of 1955 is hereby repealed and the Historic Districts Commission is hereby abolished.

SECTION 2. The purpose of this Act is to promote the general welfare of the inhabitants of the Town of Nantucket through the preservation and protection of historic buildings, places and districts of historic interest through the development of an appropriate setting for these buildings, places and districts and through the benefits resulting to the economy of Nantucket in developing and maintaining its vacation-travel industry through the promotion of these historic associations.

SECTION 2A. For purposes of this Act, the following words shall have the following meanings:

"Altered" shall include the words rebuilt, reconstructed, rehabilitated, remodeled, renovated and restored.

"Building," a combination of materials forming a shelter for persons, animals or property.

"Commission," the Nantucket Historic District Commission, acting as the Historic District Commission.

"Constructed" shall include the words built, erected, installed, enlarged, and moved.

"Exterior architectural features," such portions of the exterior of a building or structure, including the size and shape of proposed buildings and structures described in subsection (b) of section 9, as are open to view from a beach, a public way, a traveled way, a street or way shown on a land court plan or shown on a plan recorded in the Registry of Deeds, a proprietor's road, a street or way shown on a plan approved and endorsed in accordance with the Subdivision

Control Law, a public park or a public body of water, and shall include but not be limited to, the architectural style and general arrangement and setting thereof; the kind, color and texture of exterior building materials; the color of paint or other materials applied to windows, doors, lights, signs, trim, gutters, leaders, louvers, vents, exterior surfaces and type and style of roofs, porches, decks, staircases, steps, balconies, roof walks and other appurtenant exterior fixtures. **[Amended by St. 2000, Ch. 57]**

"Razed," includes the words destroyed, demolished and removed.

"Structure," a combination of materials other than a building, including, but not limited to a vending machine, sign, fence, wall, terrace, walk or driveway. **[Amended by St. 1998, Ch. 193]**

SECTION 3. There is hereby established in the Town of Nantucket an Historic District Commission consisting of five (5) unpaid members who shall be resident taxpayers of the Town of Nantucket, to be appointed by the Selectmen. The Historic District Commission shall have the powers and authority and perform all the duties as hereinafter enumerated and provided. All 5 members shall be elected for rotating 3-year terms at the annual town election each year. Vacancies occurring in the Commission, other than by expiration of term of office, shall be filled by appointment by the Selectmen, but such appointment shall be only for the unexpired portion of the term of the member replaced. **[Amended by St. 2014, Ch. 338; St. 2016, Ch. 2<sup>1</sup>]**

The Chairman of the Historic District Commission may designate an associate member to sit on the Commission in case of absence, inability to act or conflict of interest on the part of any member thereof or in the event of a vacancy on the Commission until said vacancy is filled in the manner provided herein. Three such associate members shall be appointed by the board of selectmen in accordance with section 3.4(a)(3) of the charter of the town of Nantucket for rotating 3-year terms. Vacancies in said office shall be filled by the board of selectmen for the remainder of the unexpired term. **[Amended by St. 2014, Ch. 338]**

The members of the commission shall be exempt from subsections (a) and (c) of section 17 of chapter 268A of the General Laws. **[Amended by St. 1998, Ch. 193; St. 2002, Ch. 90]**

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1. Editor's Note: Section 2 of this enactment provided that "an incumbent member of the Historic District Commission appointed or elected pursuant to section 3 of chapter 395 of the acts of 1970, as amended, shall continue to serve in that capacity until the expiration of the incumbent's term or until the incumbent sooner vacates the office, after which the election of members shall proceed in accordance with section 1."

SECTION 4. There is hereby established in the Town of Nantucket an Historic Nantucket District, which shall include the land and waters comprising the Town of Nantucket.

SECTION 5. (a) No building or structure shall be constructed or altered within the Nantucket Historic District in any way that affects its exterior architectural features unless and until either:

(1) An application for a building permit shall first have been approved as to exterior architectural features, which approval shall be evidenced by a certificate of appropriateness issued by the Commission; or

(2) The Commission first issues a certificate of nonapplicability with respect to such alteration or construction,

(b) No building permit for construction or alteration of a building or structure within the Historic Nantucket District shall be issued by the Building Inspector until and unless the applicant has first obtained the applicable certificate from the Commission. No occupancy permit shall be issued by the Building Inspector with respect to any building or structure in the Nantucket Historic District unless and until the Building Inspector receives a written certification from the Historic District Commission that:

(1) The building or structure has been constructed or altered in compliance with the terms of the certificate of appropriateness issued therefor; or

(2) A certificate of nonapplicability has been issued for the construction or alteration.

(c) Nothing in this Act shall be construed to prevent the ordinary maintenance, repair or replacement of any exterior architectural feature within the Nantucket Historic District which does not involve a change in design, material, color or the outward appearance thereof; nor to prevent the meeting of requirements certified by a duly authorized public officer to be necessary for public safety because of an unsafe or dangerous condition, nor to prevent landscaping with plants, trees and shrubs.

SECTION 6. No building or structure within the Historic Nantucket District shall be razed without first obtaining a permit approved by the Historic District Commission, and said Commission shall be empowered to refuse such a permit for any building or structure of such architectural or historic interest, the removal of which in the opinion of said Commission would be detrimental to the public interest of the Town of Nantucket or the Village of Siasconset.

SECTION 7. The erection or display of an occupational or other sign exceeding two (2) feet in length and six (6) inches in width or the erection or display of more than one (1) such sign, irrespective of size, on any lot, building or structure located within the Historic Nantucket District must be approved in advance by the Historic District Commission. Evidence of such approval shall be a certificate of appropriateness issued by said Commission.

SECTION 8. The Historic District Commission shall elect its Chairman and Vice Chairman. The Commission shall meet within ten (10) days of the receipt of an application for a certificate of appropriateness or permit for removal and at such other times as the Commission may determine or upon call of the Chairman or of any two (2) members. It shall keep a permanent record of its resolutions, transactions and determinations and may make such rules and regulations consistent with this Act as may appear desirable and necessary. It may hold public or private hearings as it may deem advisable. It may incur expenses necessary to the carrying on of its work within the amount of its annual appropriation. The Commission shall make and publish rules and regulations adopting or establishing guidelines for exterior architectural features and establishing procedures for the processing of applications and conduct of hearings. The Commission may establish such fees with respect to applications and hearings as it deems necessary and appropriate to defray its expenses. **[Amended by St. 2010, Ch. 8]**

SECTION 9. (a) It shall be the function and the duty of the Historic District Commission to pass upon the appropriateness of exterior architectural features of buildings and structures hereafter to be erected, reconstructed, altered or restored within the Historic Nantucket District wherever such exterior features are subject to view from a beach, public way, public park, public body of water, traveled way, a street or way shown on a land court plan, or shown on a plan recorded in the registry of deeds, a proprietors road or a street or way shown on a plan approved and endorsed in accordance with the Subdivision Control Law. All plans, elevations and other information deemed necessary by the Commission to determine the appropriateness of the exterior features to be passed upon shall be made available to the Commission by the applicant. It shall also be the duty of the Commission to pass the removal of any building within said districts as set forth in Section 6 and the erection or display of occupational or other signs as set forth under Section 7.

(b) The Historic District Commission, in passing upon appropriateness of exterior architectural features in any case, shall keep in mind the purposes set forth in Section 2 and shall consider,

among other things, the general design, arrangement, texture, material and color of the building or structure in question, the location on the lot and the relation of such factors to similar features of buildings and structures in the immediate surroundings and the position of such building or structure in relation to the street or public way and to other buildings and structures. In the case of new construction or additions to existing buildings or structures, the Historic District Commission shall consider the appropriateness of the size and shape of the building or structures both in relation to the land area upon which the building or structure is situated and buildings and structures in the vicinity, and the commission may in appropriate cases impose dimensional and setback requirements in addition to those required by applicable by-law. **[Amended by St. 2000, Ch. 57]**

(c) The Historic District Commission shall not consider interior arrangement or building features not subject to public view. The commission shall not make any recommendations or requirements except for the purpose of preventing developments incongruous to the historic aspects of the surroundings and the Historic Nantucket District. **[Amended by St. 2000, Ch. 57]**

(d) In case of disapproval, the Commission shall state its reasons therefor in writing, and it may make recommendations to the applicant with respect to appropriateness of design, arrangement, texture, material, color and the like of the building or structure involved.

(e) Upon approval of the plans, the Commission shall cause a certificate of appropriateness, dated and signed by the Chairman, to be issued to the applicant or affixed to the plans.

(f) If the Commission shall fail to take final action in any case within sixty (60) days after receipt of any application for a certificate of appropriateness or a permit for removal, the case shall be deemed to be approved except where mutual agreement has been reached for an extension of the time limits.

(g) The Commission shall have, in addition to the powers, authority and duties granted it by this Act, such other ancillary, enforcement or investigative powers, authority and duties as may be delegated or assigned to it from time to time by vote of an Annual or Special Town Meeting of the Town of Nantucket.

SECTION 10. Any person who violates any of the provisions of this Act shall be guilty of a misdemeanor and, upon conviction thereof, shall be fined not less than \$10 nor more than \$500, which shall be

forfeited to the use of the town. Each day that a violation continues to exist shall constitute a separate offense.

(a) It shall be a violation of this Act for any person to construct or alter a building or structure without having first obtained from the Commission a certificate of applicability or a certificate of nonapplicability; for any person to raze any building or structure without having first obtained from the Commission a permit for such razing; for any person to construct or alter a building or structure in any way which is inconsistent with or contrary to the terms of the certificate of approval issued for such building or structure; or for any person to knowingly submit false, fraudulent or misleading information to the Commission in connection with any application.

SECTION 10A. It shall be a violation of this Act for any person to construct or alter a building or structure without having first obtained from the Commission a certificate of applicability or a certificate of nonapplicability; for any person to raze any building or structure without having first obtained from the Commission a permit for such razing; for any person to construct or alter a building or structure in any way which is inconsistent with or contrary to the terms of the certificate of approval issued for such building or structure; or for any person to knowingly submit false, fraudulent or misleading information to the Commission in connection with any application.

SECTION 11. Appeals may be taken to the Board of Selectmen by any person aggrieved by the ruling of the Historic District Commission. The Board of Selectmen shall hear and act upon such appeals promptly, and the decision of the Board shall be as determined by a majority vote of the members of the Board. Such appeals shall be taken within ten (10) days of the filing by the Commission of its certificate of determination with the Clerk of the Town of Nantucket, and written notice of such appeal shall be given by the appealing party to the Commission at the time such appeal is taken.

SECTION 12. Any person or the Historic District Commission, aggrieved by a decision of the Board of Selectmen, may appeal to the Superior Court sitting in equity for the County of Nantucket, provided that such appeal is filed in said Court within 15 days after such decision is recorded. The appealing party or parties shall, at the time of filing such appeal, give notice thereof to all persons who were parties to the appeal to the Board of Selectmen, by causing to be delivered to such parties a copy of the complaint and written notice of the filing thereof. The Court shall hear all pertinent evidence and determine the facts and, upon the facts so determined, annul

such decision if found to exceed the authority of such Board, or may remand the case for further action by the Commission or make such other decree as justice and equity may require. The foregoing remedy shall be exclusive, but the parties shall have all rights of appeal and exception as in other equity cases.

Costs shall not be allowed against the Historic District Commission or the Board of Selectmen unless it shall appear to the Court that the Commission or the Board, in making the decision appealed from, acted with gross negligence, in bad faith or with malice.

Costs shall not be allowed against the party appealing from the decision of the Historic District Commission or the Board of Selectmen unless it shall appear to the Court that said appellant or appellants acted in bad faith or with malice in making the appeal to the Court.

SECTION 13. The Superior Court, sitting in equity for Nantucket County, shall have jurisdiction to enforce the provisions of this Act and the certificates, permits, determinations, rulings and regulations issued pursuant thereto and may, upon petition of the Commission, restrain by injunction violations thereof; and, without limitation, such court may order the removal of any building, structure or exterior architectural feature constructed in violation of this Act or the substantial restoration of any building, structure or exterior architectural feature altered or razed in violation of this Act and may issue such other orders for relief as may be equitable.

SECTION 14. In case any section, paragraph or part of this Act be for any reason declared invalid or held unconstitutional by any court of last resort, every other section, paragraph or part shall continue in full force and effect.

SECTION 15. This Act shall take effect upon its acceptance by the voters of the Town of Nantucket at an Annual Town Meeting or any meeting duly called for the purpose.

February 27, 1990

# EXHIBIT 2

# 112 WAUWINET RD

**Location** 112 WAUWINET RD

**Mblu** 11 / 20 /

**Acct#** 0000036

**Owner** WALKER JON P & KERRY F

**Assessment** \$2,809,700

**PID** 36

**Building Count** 1

## Current Value

Assessment			
Valuation Year	Improvements	Land	Total
2019	\$235,300	\$2,574,400	\$2,809,700

## Owner of Record

**Owner** WALKER JON P & KERRY F  
**Co-Owner**  
**Address** 30 GRISWOLD RD  
 RYE, NY 10580

**Sale Price** \$2,550,000  
**Certificate**  
**Book & Page** 01259/0056  
**Sale Date** 12/14/2010  
**Instrument** 00

## Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
WALKER JON P & KERRY F	\$2,550,000		01259/0056	00	12/14/2010
CALLAN SUSAN M TRUSTEE	\$0		00493/0171	99	01/17/1996
CALLAN CATHERINE J LIFE EST	\$0		00170/ 238		05/01/1979
CALLAN SUSAN	\$0		00170/ 238		

## Building Information

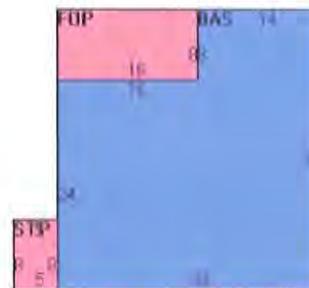
### Building 1 : Section 1

**Year Built:** 1964  
**Living Area:** 832  
**Replacement Cost:** \$256,997  
**Building Percent Good:** 90  
**Replacement Cost Less Depreciation:** \$231,300

### Building Photo

Building Photo (<http://images.vgsi.com/photos/NantucketMAPhotos/\00\03\81\37.jpg>)

### Building Layout



([http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/36\\_39.jpg](http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/36_39.jpg))

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	832	832
FOP	Porch, Open, Finished	128	0
STP	Stoop	40	0
		1,000	832

Building Attributes	
Field	Description
Style	Ranch
Model	Residential
Grade:	Average
Stories:	1 Story
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Hardwood
Interior Flr 2	
Heat Fuel	Gas
Heat Type:	Forced Air-Duc
AC Type:	None
Total Bedrooms:	2 Bedrooms
Total Bthrms:	1
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL1	FIREPLACE 1 ST	1 UNITS	\$3,000	1

**Land**

**Land Use**

**Use Code** 1013  
**Description** SFR WTRNT  
**Zone** R1  
**Neighborhood** 750  
**Alt Land Appr Category** No

**Land Line Valuation**

**Size (Acres)** 0.83  
**Frontage** 0  
**Depth** 0  
**Assessed Value** \$2,574,400

**Outbuildings**

Outbuildings						Legend
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
SHD1	SHED FRAME			80 S.F.	\$1,000	1

**Valuation History**

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$182,400	\$2,934,800	\$3,117,200
2017	\$195,600	\$2,934,800	\$3,130,400
2016	\$162,600	\$2,833,300	\$2,995,900
2015	\$148,800	\$2,750,200	\$2,899,000
2014	\$148,800	\$2,583,500	\$2,732,300

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CERTIFICATE NO: 22738

DATE ISSUED: 11/16/19

Application to the HISTORIC DISTRICT COMMISSION, Nantucket, Massachusetts, for a

**CERTIFICATE OF APPROPRIATENESS**  
for structural work.

NOTE: It is strongly recommended that the applicant be familiar with the HDC guidelines, *Building with Nantucket in Mind*, prior to submittal of application. Please see other side for submittal requirements. Incomplete applications will not be reviewed by the HDC.

NANTUCKET  
TOWN CLERK

This is a contractual agreement and must be filled out in ink. An application is hereby made for issuance of a Certificate of Appropriateness under Chapter 395 of the Acts and Resolves of Mass., 1970, for proposed work as described herein and on plans, drawings and photographs accompanying this application and made a part hereof by reference.

The certificate is valid for three years from date of issuance. No structure may differ from the approved application. Violation may impede issuance of Certificate of Occupancy.

**PROPERTY DESCRIPTION**

TAX MAP N<sup>o</sup>: 11 PARCEL N<sup>o</sup>: 20  
Street & Number of Proposed Work: 112 WAUWINET RD  
Owner of record: JOHN WALKER  
Mailing Address: 112 WAUWINET RD  
NANTUCKET, MA  
Contact Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

FOR OFFICE USE ONLY ✓ 044	
Date application received: <u>5/15/19</u>	Fee Paid: \$ <u>579.00</u>
Must be acted on by: <u>7/2/19 11/18/19</u>	
Extended to: _____	
Approved: <u>[Signature]</u>	Disapproved: <u>[Signature]</u>
Chairman: _____	
Member: _____	
Member: <u>[Signature]</u>	
Member: <u>[Signature]</u>	
Member: <u>[Signature]</u>	
Notes - Comments - Restrictions - Conditions	

2019 NOV 19 PM 1

**AGENT INFORMATION (if applicable)**

Name: EMERITUS  
Mailing Address: 8 WILLIAMS LN  
NANTUCKET MA  
Contact Phone #: 3254995 E-mail: \_\_\_\_\_

**DESCRIPTION OF WORK TO BE PERFORMED**  
See reverse for required documentation.

- New Dwelling  Addition  Garage  Driveway/Apron  Commercial  Historical Renovation  Deck/Patio  Steps  Shed
- Color Change  Fence  Gate  Hardscaping  Move Building  Demolition  Revisions to previous Cert. No. \_\_\_\_\_
- Pool (Zoning District \_\_\_\_\_)  Roof  Other \_\_\_\_\_

Size of Structure or Addition: Length: \_\_\_\_\_ Sq. Footage 1st floor: 1,526 Decks/Patio: Size: 160 SF  1st floor  2nd floor  
Width: \_\_\_\_\_ Sq. Footage 2nd floor: 1,375 Size: 50 SF  1st floor  2nd floor  
Sq. Footage 3rd floor: \_\_\_\_\_

Difference between existing grade and proposed finish grade: North 6" ± South 6" ± East 6" ± West 6" ±  
Height of ridge above final finish grade: North 26' 8" ± South 26' 8" ± East 26' 8" ± West 26' 8" ±

Additional Remarks \_\_\_\_\_  
Historic Name: \_\_\_\_\_  
Original Date: \_\_\_\_\_ (describe)  
Original Builder: \_\_\_\_\_  
Is there an HDC survey form for this building attached?  Yes  N/A  
\*Cloud on drawings and submit photographs of existing elevations

ATTEST: A TRUE COPY  
[Signature]  
NANTUCKET TOWN CLERK

**DETAIL OF WORK TO BE PERFORMED**

Foundation: Height Exposed 8"  Block  Block Parged  Brick (type) \_\_\_\_\_  Poured Concrete  Piers  
Masonry Chimney:  Block Parged  Brick (type) \_\_\_\_\_  Other \_\_\_\_\_  
Roof Pitch: Main Mass 7/12 Secondary Mass 12/12 Dormer 6/12 Other \_\_\_\_\_  
Roofing material:  Asphalt:  3-Tab  Architectural  
 Wood (Type: Red Cedar, White Cedar, Shakes, etc.) RED CEDAR

Fence: Height: _____
Type: _____
Length: _____

Skylights (flat only): Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_  
Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_

Gutters:  Wood  Aluminum  Copper  Leaders (material) \_\_\_\_\_  
Leaders (material and size): \_\_\_\_\_  
Sidewall:  White cedar shingles  Clapboard (exposure: \_\_\_\_\_ inches) Front  Side

Trim: A. Wood  Pine  Redwood  Cedar  Other \_\_\_\_\_  
B. Treatment  Paint  Natural to weather  Other \_\_\_\_\_  
C. Dimensions: Fascia 5/12 Rake 5/12" Soffit (Overhang) 5" Corner boards N/A Frieze 3 1/2"  
Window Casing \_\_\_\_\_ Door Frame \_\_\_\_\_ Columns/Posts: Round \_\_\_\_\_ Square \_\_\_\_\_

Windows\*:  Double Hung  Casement  All Wood  Other \_\_\_\_\_  
 True Divided Lights (muntins), single pane  SDL's (Simulated Divided Lights) Manufacturer \_\_\_\_\_

Doors\* (type and material):  TDL  SDL Front \_\_\_\_\_ Rear \_\_\_\_\_ Side \_\_\_\_\_  
Garage Door(s): Type \_\_\_\_\_ Material \_\_\_\_\_

Hardscape materials: Driveways \_\_\_\_\_ Walkways \_\_\_\_\_ Walls \_\_\_\_\_

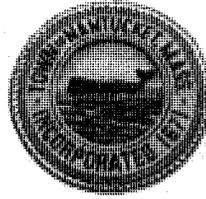
\* Note: Complete door and window schedules are required.  
**COLORS**  
Sidewall NATURAL Clapboard (if applicable) \_\_\_\_\_ Roof NATURAL French doors opaque  
Trim WHITE NTW Sash WHITE terracotta Doors WHITE terracotta shutters dark  
Deck NATURAL Foundation NATURAL Fence \_\_\_\_\_ Shutters \_\_\_\_\_

\* Attach manufacturer's color samples if color is not from HDC approval list.  
I hereby authorize the agent named above to act on my behalf to make changes in the specifications or the plans contained in this application in order to bring the application into compliance with the HDC guidelines. I hereby agree to abide by and comply with the terms and conditions of this application. I hereby agree that the submission of any revisions to this application will initiate a new sixty-day review period.

TC

NANTUCKET  
TOWN CLERK

2019 NOV 19 PM 12: 11



PLUS

2 Fairgrounds Road  
NANTUCKET, MASSACHUSETTS 02554  
Telephone 508-325-7587  
Tele Fax 508-228-7298

To: Nantucket Town Clerk

From: Nantucket Historic District Commission

Re: Approved Certificate of Appropriateness from  
July 16, 2019 meeting

Certificate of Appropriateness - copies to be recorded

72738

21. Walker, John	112 Wauwinet Road	Renovation/addition	11-20	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch, Dutra			
Alternates	None			
Recused	None			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	<b>Matt MacEachern</b> , Emeritus Development – Presented project; contends the architectural language of the area is not limited to single-story structures; existing building is circa 1964.			
Public	<p><b>Linda Williams</b>, for 110 Wauwinet Road – “We’re not happy.” Every house out there is visible from the beach. This is chaotic and out of step with the neighborhood. There’s a lot going on that has nothing to do with the existing house and most of the houses out there are natural to weather. There’s virtually nothing left of the original house. We will create a presentation packet for the next hearing.</p> <p><b>Whitney Gifford</b>, Reade, Gullicksen, Hanley, &amp; Gifford LLP, for 110 Wauwinet Road – Argues that the relative mass of the existing structure compared to the proposed “addition” doesn’t meet the definition of an addition; this is a complete demolition and rebuild built off two walls. The proposed is not in keeping with the village concept of Wauwinet. We are granting permission for the commissioners to go onto 110 Wauwinet Road to access the beach for the purposes of viewing this site.</p>			
Concerns (6:41)	<p><b>McLaughlin</b> – Transoms inappropriate; needs a proper front door. Would like to view with a stake at the end of each gables.</p> <p><b>Welch</b> – East and west elevations are the primary concern. Given the sensitivity of the location and structures in the area, the size, perhaps the mass, of the east elevation “the room” is out of scale with respect to the structure itself; that mass and that of the chimney should be reduced. Simplification of the primary mass could be attained through alteration of the dormers. This was on the view list, but he will view again to review the complexity of the 2<sup>nd</sup>-floor. If this were a contributing structure, we would ask for a demolition plan.</p> <p><b>Oliver</b> – She likes the east elevation; the main portion of this house replicates an old dune house. Agrees about the large extremity and the chimney being reduced. The south and north elevations are the anomaly. The west elevation is over fenestrated; eliminate the transoms. This needs to be simplified.</p> <p><b>Dutra</b> – Agrees with much that’s been said. Would also like to view with height poles. There are some characteristics from the existing building. Agrees with reducing the west elevation fenestration. He’s okay with the size of the building.</p> <p><b>Pohl</b> – The view from the beach is considered as from a public way. Agrees about the east elevation left wing and chimney being oversized and the transoms being inappropriate. The living room ridge should come down.</p>			
Motion	<b>Motion to View with three height poles on either side of the main-ridge gable and one at the western side of the gable end and Hold for revisions. (Oliver)</b>			
Vote	Carried unanimously		Certificate #	
	Break 7:05 to 7:10 p.m.			
22. Black, Michelle	28 Eel Point Road	Rev. 72163: fenestration	40-44	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch, Dutra			
Alternates	None			
Recused	None			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	<b>Matt MacEachern</b> , Emeritus Development – Presented project.			
Public	None			
Concerns (7:10)	<p><b>Welch</b> – The south elevation 1<sup>st</sup>-floor isn’t visible and no changed proposed to the 2<sup>nd</sup>-floor; no concerns. East elevation, the transoms over the double-hung windows and the doors very odd as well as the change in the dormer fenestration; he’s trying to understand the visibility. West elevation, the transom over the door.</p> <p><b>Oliver</b> – The east elevation is the most visible. Agrees with Mr. Welch. Suggested eliminating the transoms. This house is very prominent in every direction and the transoms detract from a beautiful design.</p> <p><b>Dutra</b> – Agrees with what’s been said.</p> <p><b>McLaughlin</b> – North elevation, the main door should be a six-panel. Eliminate all the transoms.</p> <p><b>Pohl</b> – Suggested the bottom section of the roof is almost mansard steep; if you push the dormer face wall in by 6 inches, you lose almost all of the shingle courses; the roof will cover most it.</p>			
Motion	<b>Motion to Hold for revisions. (Welch)</b>			
Vote	Carried unanimously		Certificate #	

11. Famiglio, Mark	2 Harbor View Way	Driveway/Belgium block	42.4.1-31	Julie Jordin
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	None			
Documentation	None			
Representing	None			
Public	None			
Concerns (5:23)	Not opened at this time.			
Motion	<b>Motion to Hold for representation. (Welch)</b>			
Vote	Carried unanimously		Certificate #	
12. Walker, John	112 Wauwinet Road	Renovation/addition	11-20	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	Watterson			
Documentation	Architectural elevation plans, site plan, photos, historic documentation, and information packet.			
Representing	<b>Matt MacEachern</b> , Emeritus Development – Reviewed changes made per previous concerns.			
Public	<b>Linda Williams</b> , for 110 Wauwinet Road – Reviewed information packet, submitted at the table, comparing the existing dimensions to the proposed and versus the vernacular of structures in the area. Read comments from the November meeting minutes; she has the same concerns with this submittal as she had with the November design. The west elevation exceeds the 50% fenestration rule and every window is ganged. <b>Whitney Gifford</b> , Reade, Gullicksen, Hanley, & Gifford LLP – Reiterated his points regarding the definition of a renovation versus what is happening here. Would like to see more of the original house incorporated into this design. This is closer to the harbor than any other structure; tripling the massing and doubling the height will have even more of an impact on the harbor viewshed. Reminded the commission that another structure is proposed for this property; asked the commission to keep that in mind as they review this structure.			
Concerns (5:24)	<b>Oliver</b> – She viewed this; she did not get down onto the beach. Looking at the photos of other houses makes her feel better about this overall massing. If the design is appropriate, the increase in footprint isn't an HDC purview. Appreciates removal of the transoms. The east and west elevations are appropriate for the area. The north and south elevations are still a struggle; the massing is falling short. <b>Welch</b> – Thanked applicant and opposition for the work brought forth. Ms. Williams made some valid points about the footprint, so did a little research' on an average, the applicant's request is less than 106, 110 and 100R [Wauwinet Road], those are further towards the water than the applicant's proposed structure; he doesn't have a read on the 2 <sup>nd</sup> -floor square footage so cannot compare that. His primary concern is the relation of the north-south to the east-west elevations; it is almost two different structures. Some of that is mitigated by limitations of visibility as supplemented with native plants; however, he is not suggesting HDC makes its decision based on landscape material. Appreciates the changes on the east elevation. Looking at the north elevation, it is a one-block façade while the south has a sense of additive massing. Pointed out additional concern about the north elevation and as it translates to the west elevation; another concern is the massing of the primary structure on the north, which is elongated; that elongation carries to the west at the gable addition, on the left side of that elevation, through an atypical roof transition; suggested a way to differentiate and add a sense of more appropriate mass including by transitioning the height of the right side of the north elevation. <b>McLaughlin</b> – The height and length fit into the area. Thinks this is ready to fly. <b>Pohl</b> – Agrees this looks like two different buildings; the east and west elevations are charming, but the north and south aren't working in its favor. The whole notion of saving the existing house and considering this as an addition is disingenuous; we are talking about the 25- to 50-foot no disturb buffers. Suggested giving up and moving this out of the 50-foot buffer and keeping the existing structure as a guest house or garage. About the exterior chimney, he would support making that gable wider and annexing the chimney into the building.			
Motion	<b>Motion to Hold for revisions. (Welch)</b>			
Vote	Carried 4-0		Certificate # 72498	

13.	48 Walsh Street Trust	48 Walsh Street	Deck/patio revisions	29-101	Robert Newman
Voting	Pohl, Coombs, McLaughlin, Oliver, Welch				
Alternates	None				
Recused	None				
Documentation	Architectural elevation plans, site plan, photos, and advisory board comments.				
Representing	<b>Robert Newman</b> , Sandcastle Construction Inc. – Reviewed changes made per previous concerns.				
Public	None				
Concerns (6:40)	<b>Oliver</b> – He did what we asked. No concerns.				
Motion	<b>Motion to Approve. (McLaughlin)</b>				
Vote	Carried 5-0		Certificate #	72568	
Break 6:37 to 6:48 p.m.					
14.	Walker, Jon	112 Wauwinet Road	Reno/addition	11/20	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch				
Alternates	None				
Recused	None				
Documentation	Architectural elevation plans, site plan, and photos.				
Representing	<b>Matt MacEachern</b> , Emeritus Development – Reviewed changes made per previous concerns; feels it is in context with the neighborhood and that the footprint is in keeping with the neighborhood.				
Public	<b>Linda Williams</b> , for 110 Wauwinet Road – Referred to concerns expressed in the November discussion on the previous submission. Visually this is massive and quadruples the size of the structure on the bluff. The near two stories of flush dormers and high eaves will change the nature of the bluff and it should not be white. North elevation, the tall gable should not be 7/12 pitch. West elevation, the 1 <sup>st</sup> floor is over fenestrated, and everything is ganged. The addition should be moved farther back; the original structure should be what is seen on the bluff. There is no typical additive massing. Contents this is a demolition of the original structure. <b>Gale Arnold</b> , 110 Wauwinet Road – She’s lived here since 1963. This is not in character with anything around it; all other structures are cottages. <b>Nicholas Brown</b> , Pierce Atwood, for 110 Wauwinet Road – Reiterated Ms. Arnold’s objections; this is tantamount to a rebuild not in keeping with the neighborhood. The large scale is inappropriate due to its proximity to the water; the house has nearly doubled in size. Asked for further revisions. The proposed structure fills the lot as no other structure does. Arthur Reade, Reade, Gullicksen, Hanley, & Gifford LLP, for 110 Wauwinet Road				
Concerns (6:48)	<b>McLaughlin</b> – Agrees with incorporating the existing. The 7/12 pitch is the minimum allowed. A large number of houses in the area are over 24 feet tall. The west elevation has 9 doors. Feels this is a fine design that fits the neighborhood. <b>Welch</b> – Clarified that the Board is reviewing a new application. With respect to the question of demo vs. addition to the original, confirmed two full sides and a partial 3 <sup>rd</sup> side are remaining; thinks therefore we are looking at an addition. He took a look at this from the water; noted we have a clear understanding of what is in the area, we’ve all been out in the area over our lifetimes on Nantucket and specifically as a result of this being on the View List so, he has trouble reconciling what he saw with what’s been said on the record. He didn’t see an architectural vernacular for the area, in some instances not even on individual homes themselves. Looking at the locus plan, he is having problems reconciling there is an issue with the distance of the proposed siting to the bluff; scaling from the submission, the existing appears to be approximately 10 feet closer to the bluff than the neighbors and is to remain 1-story with a 6/12 roof and the rest of the mass, as proposed, is behind that. Suggested the applicant address the issue by documenting the dimensions of some of the other homes and provide those to the Board. Also, to address size and massing, and concerns about the 2 <sup>nd</sup> story, suggested the applicant provide an inlay of what’s proposed relative to the homes to the left and right as seen from the water – either within an image or as a set of elevations. The square footage, first and/or second floor, if it is going to continue to be a question, thinks it should be documented for the record; he’s not necessarily concerned about that because from his review of property record cards, etc. this is smaller by almost a one-third than 100R Wauwinet Road, and he believes it is slightly smaller than 110 and slightly larger than 106. Changes to the north elevation, regardless source to articulate that is definitely helpful, starts to show relationship of additive massing and the relationships of the masses. His main concern, there is a disconnect among the roof pitches; to the extent possible, that should be reconciled. The size of the mass of the great room relative to the primary mass, east elevation 1.5-story gable is inappropriate; while the story could be that this was once a garage, and it could look like a filled-in garage, the overall mass is too large; the design itself, if it didn’t have to relate to the existing structure, would be completely appropriate for almost any locations on Nantucket, timeless aspects; overall massing appropriate, dormers appropriate. Supports the chairman’s comments. <b>Pohl</b> – The roof pitches, there actually is a single-story mass but it has a 12/12 pitch roof, which doesn’t help. The 7/12 pitch won’t be fully visible from the beach or the road and keeps that section low. The 12/12 paints this style as somewhat cottage Victorian; suggested investigating roofs at less than 12/12 so this is actually 1.5 stories. The door/window element on the west elevation is a lot of glass that doesn’t need to be there and reads as contemporary; suggested regular windows flanking the doors. The idea here is to minimize the visual impact of this building; if it doesn’t move back, it should go to grey or natural to weather, anything other than white. A panorama of this and the two houses to the north and to the south would be helpful. <b>Oliver</b> – Mr. Pohl touched on a lot of her notes. There are so many different style houses in the area that there is no single vernacular. They are all as high if not higher and everyone has windows and doors facing the water. The houses closer to the water might be less upsetting since they aren’t visible from the road. Found a drone photo of the area;				

HDC Minutes for June 11, 2019, adopted June 25

there is a lot of vegetation that losing it might be some concern. Another concern might be it's moving closer to the neighbor on the south. Agrees about dropping the roof pitch. Her concern is the see-through effect of the great room with four doors on the front and on the back; would like to see windows on one side. Asked if the original house is historic. (No) NHA photos show a large structure next door that was tall. West elevation, the connector doors should be a door and window; separate the windows in the dining area. Agrees with what's been said. Agrees no white.

Motion **Motion to Hold for revisions. (Welch)**

Vote Carried 4-0 Certificate #

15. Center St. ACKuision 29 Centre Street Addition/alteration 42.3.1/122.2 Emeritus

Voting Pohl, McLaughlin, Oliver, Welch

Alternates None

Recused None

Documentation Architectural elevation plans, site plan, photos, historic documentation, and advisory board comments.

Representing **Matt MacEachern**, Emeritus Development – Reviewed changes made per previous concerns.

Public None

Concerns (7:32) **Oliver** – The post on the side now ties in like it was a porch. She appreciates the double-hung windows. No concerns.

**Welch** – South elevation, the freestanding rail at the steps should connect with the portico.

**McLaughlin** – The triple deck stairs are not a concern and won't be visible. No concerns.

Motion **Motion to Approve through staff with the rail to engage the freestanding rails at the steps back to the portico column, per Exhibit A. (McLaughlin)**

Vote Carried 4-0 Certificate # **72569**

16. Deuster, Bob 13 Monomoy Road Open air structure 54-198 Atlantic Landscaping

Voting Pohl, Coombs, McLaughlin, Oliver, Welch

Alternates None

Recused None

Documentation Architectural elevation plans, site plan, and photos.

Representing **Lindsay Congleton**, Atlantic Landscaping Inc. – They made no revision because they want to argue keeping this without white trim. Evergreens will be planted to screen the pool from any public way, so this shouldn't be visible from Sandwich.

**Bob Deuster**, owner – This design picks up the look of the sweeping decks with hipped roofs of the main house.

Public None

Concerns (7:41) **Oliver** – The porch is a 4/12 or 5/12 pitch, and this is a 12/12; it should be less. Also, this has double posts. In her opinion, simple would be better because this is a small open structure. Okay with double posts with lattice between.

**Coombs** – Okay with the double posts with lattice and the roof pitch being shallower.

**Welch** – Agrees with Ms. Oliver; the roof should be no more than a 9/12, preferably a 6/12. If the double posts are on the main house, they can be here with lattice. Agrees white is stark and this should be natural to weather; if it's not visible and you want white, you could come back once it's built for revisions.

**McLaughlin** – No comments.

**Pohl** – The issue was the white walls would stand out. The back wall should be natural to weather; if it isn't visible, you can come back and apply for white. Agrees 6/12 or 7/12 would be a better roof pitch. The double posts with lattice is a charming detail and would reduce the level of formality. The posts could be white, but the lattice should be natural to weather.

Motion **Motion to Approve through staff with natural to weather lattice between the posts, the roof pitch reduced to 6/12, and the back wall natural to weather, per Exhibit A. (Oliver)**

Vote Carried 5-0 Certificate # **62570**

17. Scheier, Mark 10 Sunset Ridge Lane Driveway-hardscape 73.4.2-49 Atlantic Landscaping

Voting Pohl, Coombs, McLaughlin, Oliver, Welch

Alternates None

Recused None

Documentation Landscape design plans, site plan, photos, and advisory board comments.

Representing **Lindsay Congleton**, Atlantic Landscaping Inc. – This was held for a view; the retaining wall is at a maximum 18 inches and drops to zero at the road; he will do a natural cap.

Public None

Concerns (7:52) **Welch** – Asked what the stone retaining wall maximum height is; suggested it be established.

**Coombs** – We don't allow bluestone caps on walls.

**Oliver** – The retaining wall faces the house.

Motion **Motion to Approve through staff with the retaining wall not to have any cap and a maximum of 2 feet tall. (McLaughlin)**

Vote Carried 5-0 Certificate # **72571**

24. Walker, Jon 112 Wauwinet Road Renovation/addition 11-20 Emeritus

Voting Pohl, McLaughlin, Oliver, Welch

Alternates None

Recused None

Documentation Architectural elevation plans, site plan, and photos.

Representing **Matt MacEachern**, Emeritus Development – Reviewed changes made per previous concerns; review supplemental material on the context of the area.

Public **Linda Williams**, for Gale Arnold at 110 Wauwinet Road – This is a demolition, not an addition. The addition wags the house. The addition should be behind the existing house. Reviewed photos of houses from above this to Pocomo Road that address additions to the original houses; houses abutting this are one-story cottages; Ms. Arnold’s house is 1.5 stories. The 3D shows the original structure isn’t called out and the water side is a wall of glass. The chimney should be interior. The barn doors cover a set of four doors that will be see-through to the rear. This goes from set-back to set-back. Prefer natural to weather trim. Eaves are the same height almost all the way around. Would like this continued to allow us time to review the supplemental information.

**Nicholas Brown**, Pierce Atwood, for Gale Arnold at 110 Wauwinet Road – Noted errors and discrepancies in the window schedule. Ms. Arnold is opposed to this project in its current form: overly sized and out of scale. We’d like to see more substantial revisions.

**Whitney Gifford**, Reade, Gullicksen, Hanley, & Gifford LLP, for Gale Arnold at 110 Wauwinet Road – North elevation, middle mass there is an element which is indicated as a door that is exceedingly skinny.

Concerns (8:10)

**Welch** – Appreciates the additional material provided by the applicant’s agent, noted that in reviewing it, it contradicts comments made by others, on the record as fact. Agrees with Ms. Williams about anything but white. Looking at the photos of 110 Wauwinet Road property record card, and the photo showing what is proposed inlaid into the panoramic image, this proposed house is very similar to 110 Wauwinet Road. The chimney is a little large. The overall massing is consistent with or smaller than others, according to the panoramic photo and Town Assessor plot plan, and ganged windows are also commonplace in the area; 108R Wauwinet Road has a 3<sup>rd</sup>-story with a gable; 106 Wauwinet Road has a plethora of ganged windows; as to what is proposed, there is too much fenestration although it compatible with the ganging he is seeing in the neighborhood. He believes the fenestration on the ocean side of this structure, with respect to the original structure and 4 ganged windows, there should be no more than three windows. On the main structure facing the ocean, the door-window configuration should be no more than three units wide. On the “converted boathouse” portion, the backyard doors could be a little less wide. Addressing the overall mass of neighboring structures, 106 & 108R Wauwinet Road play a role in the perception of the proposed being appropriate; 108R Wauwinet Road is not nestled in the bank as claimed by abutter’s agent– it is three stories with roof walk and is clearly visible. What is proposed is not significantly closer to the bluff than other structures—scaling in comparison to 110 Wauwinet the difference from the bluff is measured as a matter of feet. On setbacks, this does not extend the allowable width, which is a good thing; the facts are this is 10 feet off the setback on one side and off the setback on the other with stepped down massing on an oblique angle relative to the street, which lessens the perception of mass vs. if it were perpendicular to the street; so, he has less concerns about the set-back to set-back issue. Understands the challenge of the east elevation fire place; it’s more typical in the area for the chimney to be exterior but it seems too wide. Feels what was done works and tells a story about the structure being added onto.

**McLaughlin** – Appreciates the changes. Agrees with Mr. Welch. The comment about the barn doors being closed, he doesn’t think the comment is relevant since it looks like a garage. He thinks this would conform into the neighborhood based upon the photos.

**Oliver** – Agrees with what’s been said. Referring to June11 minutes; she has the same comments. There are many different styles in the neighborhood so this isn’t an anomaly. She still has a concern with the single-story with chimney element, the fenestration facing the street, and use of barn doors. The chimney should be smaller but likes it exterior; that side needs windows. Water side, agrees about reducing the amount of fenestration and unganging the windows and doors; suggested eliminating the double door in the connector piece.

**Pohl** – Agrees with Mr. Welch about not white because of the complexity of the structure. Agrees there’s too much 1<sup>st</sup>-floor fenestration on the west elevation; the four doors on the front and back are nano-wall systems; when the east elevation barn doors are open, that creates a wide see-through aperture through the room and should be mitigated. There is precedent for a tall chimney. Addressed the comment that the barn doors “always being closed” as was discussed regarding 32 India Street.

Motion  
Vote

**Motion to Hold for revisions. (Welch)**  
Carried 5-0

Certificate #

16. Walker, Jon	112 Wauwinet Road	Renovation/addition	11-20	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	None			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	<b>Matt MacEachern</b> , Emeritus Development – Reviewed changes made per previous concerns; thinks the design is highly contextual and expressed frustration at this being drawn out because of the abutter.			
Public	<p><b>Linda Williams</b>, for Gale Arnold– We have repeated a lot of these things because we feel strongly about them, and they have not been addressed. She doesn’t find any changes to be substantial. East elevation still is 75 feet long and see through from west to east. A chimney that size and height is inappropriately located on the outside wall of a secondary mass; the “fake roof” covering the chimney doesn’t help. There are a bunch of weird pitches; doesn’t think 2 different pitches on one elevation visible from a public way is approvable. West elevation, the 4- to 3-ganged windows got bigger and there are still 5 ganged sets so no change in the amount of fenestration. The connector was to go to one but is still double. The air-conditioning units (A/C) aren’t shown on the elevation as they should be; they appear on the floor plans. The transoms are inappropriate. It should be natural to weather, not white.</p> <p><b>Ben Normand</b>, Rowland &amp; Associates, for Gale Arnold – Designed Gale Arnold’s house about 10 years ago; he was asked to look at this to get a feel of context. The locus view shows wide lots with at least 100-foot width; this is a very narrow lot. Across the street are very small 1-story structures. Wauwinet is a small-scale village. On the south elevation, the 2<sup>nd</sup>-floor is a flat wall with no relief in the plain; thinks a cross section view would be helpful.</p> <p><b>Nicholas Brown</b>, Pierce Atwood, for Gale Arnold – Understands the owner’s frustration; the neighbor is also frustrated because she feels her concerns are not being fully considered. The house is oversized for a narrow lot; without those changes, the process will continue in another from.</p> <p><b>Gale Arnold</b>, owner – This will be within 5 feet of my property and does not reflect the other neighbor at 114, which is a tiny house. This is more modern than it needs to be in a fishing village.</p> <p><b>Pohl</b> – This is a public process and the public has the right to express their opinions. The applicant has to count on the board to make a decision based upon all concerns. The first rule of this hearing is there will be no back and forth.</p> <p><b>Oliver</b> – Asked that the speakers not repeat themselves and each other.</p> <p><b>Pohl</b> – The set back is 10 feet at the closest point to Ms. Arnold’s property line.</p> <p><b>McLaughlin</b> – He’s watched this come through and we’ve made recommendations and changes have been made. He thinks this has come a long way. He feels this submission is appropriate to the area and it represents itself. This is ready to go.</p> <p><b>Welch</b> – Appreciates the changes. West elevation, downsizing the 4 ganged-window to 3 on the left additive mass and 4 ganged under the porch reduced to 3 and reportioning the doors in the other additive mass were helpful changes, as well as lowering the dormer. North elevation, the wider door is fine; changing pitches are fine. South elevation, the changes to the “E-4s” is appropriate, and the dormer and roof pitch changes are appropriate. East elevation, between that and the other elevation the 11/12 and 12/12 pitches are imperceptible. Supports Mr. McLaughlin’s comments that this is contextually and architecturally appropriate. We have a duty and an obligation to listen to the comments and concerns of neighbors; but also, he takes what was submitted seriously and tries to deliberate on it in that regard. Looking at the landscape comparisons facing the homes from the roads don’t show a village nature; the images show the properties 106 through 110 have more landscaping on the street; if this has landscaping along Wauwinet Road, we would see the plant material. Regarding the village concept, he finds a disparity between what is represented and what we see. Across the street those, are all closely spaced; the one across from 108 is a very small undeveloped lot and will have a smaller home. Doesn’t feel the acreage and frontage on the harbor side is relevant; the spacing of the homes is relevant. The spacing between 106 &amp; 108R is significantly less than between the 110 and 112; for him, the difference is the buildings, not the lot size. We’ve reviewed the information and he feels comfortable with what was submitted. South elevation as drawn along with the east and west provides a clear understanding of the relationship. Agrees a color change is necessary. Agrees a color change is necessary. The A/C should be shown on the hardscape plan and the hardscape application is required. The A/C should be shown on the hardscape plan and the hardscape application is required. An issue that’s come up after the fact is the fireplace going to gas and having a termination cap that wasn’t approved; if that happens, we want to see that.</p> <p><b>Oliver</b> – The photos show her that there is no arch-type of styles in this area and there is a lot of glass facing the water. This is in keeping with the neighborhood. Agrees the smaller lot frontage is irrelevant and they can landscape along the street. It does come close to the south lot line but is within zoning.</p> <p><b>Pohl</b> – It’s <i>de minimis</i> but he’d prefer the sheets of the chimney to go straight down; doesn’t think the throat has to be that high. Agrees with what’s been said. He has concerns about the white; he had hoped it would be moved back more but the alternative would be to go to something more neutral, grey tones. Appreciates reduction in the fenestration.</p> <p><b>MacEachern</b> – Suggested trim to natural and sash and doors to terratone.</p>			
Concerns (7:07)	<p><b>Motion to Approve through staff with the chimney to go straight to the roof no cheats; all trim natural to weather and window sash and French doors to be terratone and opaque wood doors natural to weather. (McLaughlin)</b></p>			
Motion	Carried 5-0			
Vote	Certificate # 72738			
	Break 7:42 to 7:47 p.m.			

# HDC File



# HISTORIC DISTRICT COMMISSION

2 Fairgrounds Road  
Nantucket, Massachusetts 02554

Telephone: 508.325.7587

## COMMISSIONERS

Ray Pohl  
Chairman

Diane  
Coombs  
Vice-  
Chairman

Abigail Camp

John

McLaughlin

Val Oliver

## ASSOCIATE COMMISSIONERS

Jesse Dutra

T.J. Watterson

Stephen

Welch

## STAFF

Cathy Flynn  
Land Use Specialist  
[cflynn@nantucket-ma.gov](mailto:cflynn@nantucket-ma.gov)

27 January 2020

Dear Select Board,

On behalf of the Nantucket Historic District Commission (HDC), I am writing in response to the appeal filed for the renovation and additions to 112 Wauwinet Road, COA #72738. The Commissioners discussed this application over the course of five hearings (May 21, 2019; May 28, 2019; June 11, 2019; June 25, 2019 and July 16, 2019). During those meetings massing, height, fenestration, neighborhood context and visibility from the beach and Wauwinet Road were deliberated.

The Commissioners requested to view the property with height poles to judge the impact of the proposed plans from public view. The Commissioners listened to the concerns from the neighbors, with regard to massing and context of the village of Wauwinet. To get a better sense of neighborhood context, pictures were supplied by both the applicant and those in opposition. These included photos of the streetscape and a panoramic view from the beach. Dimensions and square footage of the homes in the area were also provided at the board's request.

The concerns of scale and massing that board members expressed during the review process were addressed as revisions and corrected appropriately by the applicant.

It should be noted that the application is for an "addition" onto an existing building, which is indeed the case. The existing cottage on the property, dating from 1964, was deemed by the board to be "non-contributing" and could theoretically be either moved or razed. The existing building does however have an existing nonconforming footprint with respect to the Conservation Commission setback and so – even though wetlands are obviously not the HDC's purview- the board accepted that the existing building would remain and be added onto in order to preserve the footprint.

The Commission approved the renovation and addition of 112 Wauwinet Road based on several factors. Heavy consideration was taken with respect to the documentation supplied by both parties, depicting the context of the neighborhood and the streetscape. Ultimately, the board was satisfied that the design was appropriately scaled and conformed to the fabric of the village of Wauwinet.

Respectfully submitted,

Cathy Flynn  
Land Use Specialist  
Planning and Land Use Service Department  
Town of Nantucket

CERTIFICATE NO: \_\_\_\_\_

DATE ISSUED: \_\_\_\_\_

Application to the HISTORIC DISTRICT COMMISSION, Nantucket, Massachusetts, for a  
**CERTIFICATE OF APPROPRIATENESS**  
for structural work.

All blanks must be filled in using BLUE OR BLACK INK (no pencil) or marked N/A.  
**NOTE: It is strongly recommended that the applicant be familiar with the HDC guidelines, Building with Nantucket in Mind, prior to submittal of application.**  
Please see other side for submittal requirements. Incomplete applications will not be reviewed by the HDC.

This is a contractual agreement and must be filled out in ink. An application is hereby made for issuance of a Certificate of Appropriateness under Chapter 395 of the Acts and Resolves of Mass., 1970, for proposed work as described herein and on plans, drawings and photographs accompanying this application and made a part hereof by reference.

The certificate is valid for three years from date of issuance. No structure may differ from the approved application. Violation may impede issuance of Certificate of Occupancy.

**PROPERTY DESCRIPTION**

TAX MAP N°: 11 PARCEL N°: 20  
Street & Number of Proposed Work: 112 WAUWINET RD  
Owner of record: JOHN WALKER  
Mailing Address: 112 Wauwinet Rd  
NANTUCKET, MA  
Contact Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

**AGENT INFORMATION (if applicable)**

Name: EMERITUS  
Mailing Address: 8 WILLIAMS LN  
NANTUCKET MA  
Contact Phone #: 3254995 E-mail: \_\_\_\_\_

FOR OFFICE USE ONLY  
Date application received: \_\_\_\_\_ Fee Paid: \$ \_\_\_\_\_  
Must be acted on by: \_\_\_\_\_  
Extended to: \_\_\_\_\_  
Approved: \_\_\_\_\_ Disapproved: \_\_\_\_\_  
Chairman: \_\_\_\_\_  
Member: \_\_\_\_\_  
Member: \_\_\_\_\_  
Member: \_\_\_\_\_  
Member: \_\_\_\_\_  
Notes - Comments - Restrictions - Conditions  
\_\_\_\_\_  
\_\_\_\_\_

**DESCRIPTION OF WORK TO BE PERFORMED**  
See reverse for required documentation.

- New Dwelling  Addition  Garage  Driveway/Apron  Commercial  Historical Renovation  Deck/Patio  Steps  She
  - Color Change  Fence  Gate  Hardscaping  Move Building  Demolition  Revisions to previous Cert. No. \_\_\_\_\_
  - Pool (Zoning District \_\_\_\_\_)  Roof  Other \_\_\_\_\_
- Size of Structure or Addition: Length: \_\_\_\_\_ Sq. Footage 1st floor: 1,526 Decks/Patio: Size: 160 SF  1st floor  2nd floor  
Width: \_\_\_\_\_ Sq. Footage 2nd floor: 4,375 Size: 50 SF  1st floor  2nd floor  
Sq. Footage 3rd floor: \_\_\_\_\_

Difference between existing grade and proposed finish grade: North 6" ± South 6" ± East 6" ± West 6" ±  
Height of ridge above final finish grade: North 26' 8" ± South 26' 8" ± East 26' 8" ± West 26' 8" ±

**Additional Remarks**

**REVISIONS\***

- 1. East Elevation
- (describe) 2. South Elevation
- 3. West Elevation
- 4. North Elevation

Historic Name: \_\_\_\_\_  
Original Date: \_\_\_\_\_  
Original Builder: \_\_\_\_\_  
Is there an HDC survey form for this building attached?  Yes  N/A

\*Cloud on drawings and submit photographs of existing elevations.

**DETAIL OF WORK TO BE PERFORMED**

Foundation: Height Exposed 8"  Block  Block Parged  Brick (type) \_\_\_\_\_  Poured Concrete  Piers  
Masonry Chimney:  Block Parged  Brick (type) \_\_\_\_\_  Other \_\_\_\_\_  
Roof Pitch: Main Mass 7/12 Secondary Mass 12/12 Dormer 6/12 Other \_\_\_\_\_  
Roofing material:  Asphalt  3-Tab  Architectural  
 Wood (Type: Red Cedar, White Cedar, Shakes, etc.) RED CEDAR

Fence: Height: \_\_\_\_\_  
Type: \_\_\_\_\_  
Length: \_\_\_\_\_

Skylights (flat only): Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_  
Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_

Gutters:  Wood  Aluminum  Copper  Leaders (material) \_\_\_\_\_

Leaders (material and size): \_\_\_\_\_  Clapboard (exposure: \_\_\_\_\_ inches) Front  Side

Sidewall:  White cedar shingles \_\_\_\_\_  Other \_\_\_\_\_

Trim: A. Wood  Pine  Redwood  Cedar  Other \_\_\_\_\_  
B. Treatment  Paint  Natural to weather  Other \_\_\_\_\_  
C. Dimensions: Fascia 5/12 Rake 5/12" Soffit (Overhang) 5" Corner boards N/A Frieze 3/2"  
Window Casing \_\_\_\_\_ Door Frame \_\_\_\_\_ Columns/Posts: Round \_\_\_\_\_ Square \_\_\_\_\_

Windows\*:  Double Hung  Casement  All Wood  Other \_\_\_\_\_  
 True Divided Lights (muntins), single pane  SDL's (Simulated Divided Lights) Manufacturer \_\_\_\_\_ Side \_\_\_\_\_

Doors\* (type and material):  TDL  SDL Front \_\_\_\_\_ Rear \_\_\_\_\_ Side \_\_\_\_\_  
Garage Door(s): Type \_\_\_\_\_ Material \_\_\_\_\_ Walls \_\_\_\_\_

Hardscape materials: Driveways \_\_\_\_\_ Walkways \_\_\_\_\_

\* Note: Complete door and window schedules are required.

**COLORS**

Sidewall NATURAG Clapboard (if applicable) \_\_\_\_\_ Roof NATURAG  
Trim WHITE Sash WHITE Doors WHITE  
Deck NATURAG Foundation NATURAG Fence \_\_\_\_\_ Shutters \_\_\_\_\_

\* Attach manufacturer's color samples if color is not from HDC approval list.

I hereby authorize the agent named above to act on my behalf to make changes in the specifications or the plans contained in this application in order to bring the plan into compliance with the HDC guidelines. I hereby agree to abide by and comply with the terms and conditions of this application. I hereby agree that the submittal of this application initiates a new sixty-day review period.

112 WAUWINET RD M:11/P:20

2 Fairgrounds Road, Nantucket, Massachusetts 02554  
 Telephone: 508.325.7587, Fax: 508.228.7298  
[www.nantucket-ma.gov/Pages/NantucketMA\\_HistDist/index](http://www.nantucket-ma.gov/Pages/NantucketMA_HistDist/index)  
 CHECKLIST FOR HDC APPLICATIONS



**REQUIRED WITH ALL APPLICATIONS:**

- X   1. **Completed Application Form:** Description of **ALL** work must be indicated on application form.
- X   2. **Property Owner's Signature:** Current owner's signature preferred; if the agent is signing the application written authorization from the owner (letter, fax, email) must be provided.
- X   3. **Application Fee:** See back of application for fee schedule or call the office.
- X   4. **Locus Map (4 copies):** Location Map must include north arrow, parcel boundaries, primary and secondary streets. (Town GIS Map Site) <http://www.mapgeo.com/NantucketMA/>.
- X   5. **Site Plan (4 Copies):** must include the following: lot dimensions, north arrow, all existing structures, proposed work (highlighted) with dimension to lot lines, scale, driveway, grade changes, and **placement of HVAC units, electrical boxes, fuel tanks, etc..**
- X   6. **8-1/2" x 11" Copies of ALL Application Materials:** Must include the following: application form (reduced 64%), locus map, plot plan, all elevations and floor plans, window schedule, photographs, other relevant supporting material. All material **MUST BE LEGIBLE (font size no smaller than 12)**, collated and stapled.
- X   7. **Photographs:** Required of **ALL** applications for alterations to an existing structure. Photographs must be **clear** and labeled with application address or contextual address.
- X   8. **Electronic submission:** All documents submitted to the HDC office must also be converted to Adobe Acrobat format <http://www.adobe.com/pdf/>; this is free software that may have come pre-loaded on your computer. **Electronic** copies can also be created using the scanner located in the Department of Inspectional Services.

**REQUIRED WHERE APPLICABLE:**

- N/A   1. **Supplemental Information for Historic Buildings:** It is the applicant's responsibility to research the **historical** status of any and **ALL** buildings. Additional information may be obtained from the Nantucket Historical Association Library. If **not historic, denote on application.**
- X   2. **Exterior Elevations and Floor Plans (4 copies):** Must be 1/4-inch scale and include all affected sides of the building, cardinal points (N, S, E, W), dimensions, heights, floor and ceiling heights, elevations of finished grade, **window** details and placement of HVAC units, electrical boxes, fuel tanks, etc. **All changes from approved or existing design must be clouded on drawings.** All material **MUST BE LEGIBLE**, collated and stapled. Reduced sets should maintain a font size of 12.
- X   3. **As-Built Plans (1 copy):** of existing elevations
- n/a   4. **Hardscaping Plans (4 copies):** To legible scale. This includes fences, decks, porches, arbors, retaining **walls**, tennis courts, swimming pool, driveways, gazebos etc. All material **MUST BE LEGIBLE**, collated and stapled.
- X   5. **Topographic Map:** Must show existing and proposed grade for any change of more than one foot in **height** on grade. Retaining walls must be applied for separately (see hardscaping plan).
- X   6. **Door and Window Schedule (4 copies):** Must include window type (true divided, simulated divided), **number** of lights, dimensions, materials, manufacturers type name and type number.
- X   7. **I UNDERSTAND THAT A TRUE DIVIDED LIGHT WINDOW/DOOR IS DEFINED AS MULTIPLE INDIVIDUAL SINGLE PANES OF GLASS (i.e., NOT DOUBLE-PANED OR INSULATED) ASSEMBLED IN THE SASH/DOOR USING MUNTINS.**
- X   8. **Abutter Notification Materials** – Abutters list from Assessors Office, certified mail stubs, and a copy **of** letter are required for all applications for changes of 1000 square feet or more **except** in the Nantucket Historic Core and 'Sconset Historic Core where the requirement for new construction is 100 square feet.
- n/a   9. **Approvals from Planning Board, Zoning Board of Appeals, Conservation Commission etc.**

(initial to indicate read and understand)

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BOSTON, MA 02116

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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ABOTTEKS LISTING  
NANTUCKET, MA

Map	Block	Lot	Unit	Owner~s Name	Co Owner~s Name	Address	City	ST Zip	Parcel Location
11		17		WAUWINET INN LLC	C/O NEW ENGLAND DEVELOP-ACCTING DEP	75 PARK PLAZA STE3	BOSTON	MA 02116	120 WAUWINET RD
11		19		KING MAXWELL TRST ETAL		5351 NORTHUMBERLAND ST	PITTSBURG	PA 15217	114 WAUWINET RD
11		29		LYDIA DENNEY PALMER LLC		1520 33RD STREET NW	WASHINGTON	DC 20007	110 WAUWINET RD
12		45		AMES LOUIS B & JETTI TRS	C/O AMES JONATHAN	11 LOWER CROSS RD	SADDLE RIVER	NJ 07458	113 WAUWINET RD

11

WAUWINET INN LLC  
C/O NEW ENGLAND DEVELOP-ACCTING I  
75 PARK PLAZA STE3  
BOSTON, MA 02116

11

KING MAXWELL TRST ETAL  
5351 NORTHUMBERLAND ST  
PITTSBURG, PA 15217

11

LYDIA DENNEY PALMER LLC  
1520 33RD STREET NW  
WASHINGTON, DC 20007

12

AMES LOUIS B & JETTI TRS  
C/O AMES JONATHAN  
11 LOWER CROSS RD  
SADDLE RIVER, NJ 07458

RECEIVED  
BOARD OF ASSESSORS  
FEB 20 2019  
TOWN OF  
NANTUCKET, MA

TOWN OF NANTUCKET  
HISTORIC DISTRICT COMMISSION

LIST OF PARTIES IN INTEREST IN THE MATTER OF THE PETITION OF:

PROPERTY OWNER: Jon & Kerry Walker  
MAILING ADDRESS: 30 Griswold Rd, Rye, NY 10580  
PROPERTY LOCATION: 112 Wawwinet Rd  
ASSESSORS MAP/PARCEL: 11 / 20  
SUBMITTED BY: EMERITUS DEVELOPMENT

SEE ATTACHED PAGES

I certify that the foregoing is a list of persons who are owners of land directly adjacent to the subject property or directly opposite the subject property on any public or private street or way, all as they appear on the most recent applicable tax list.

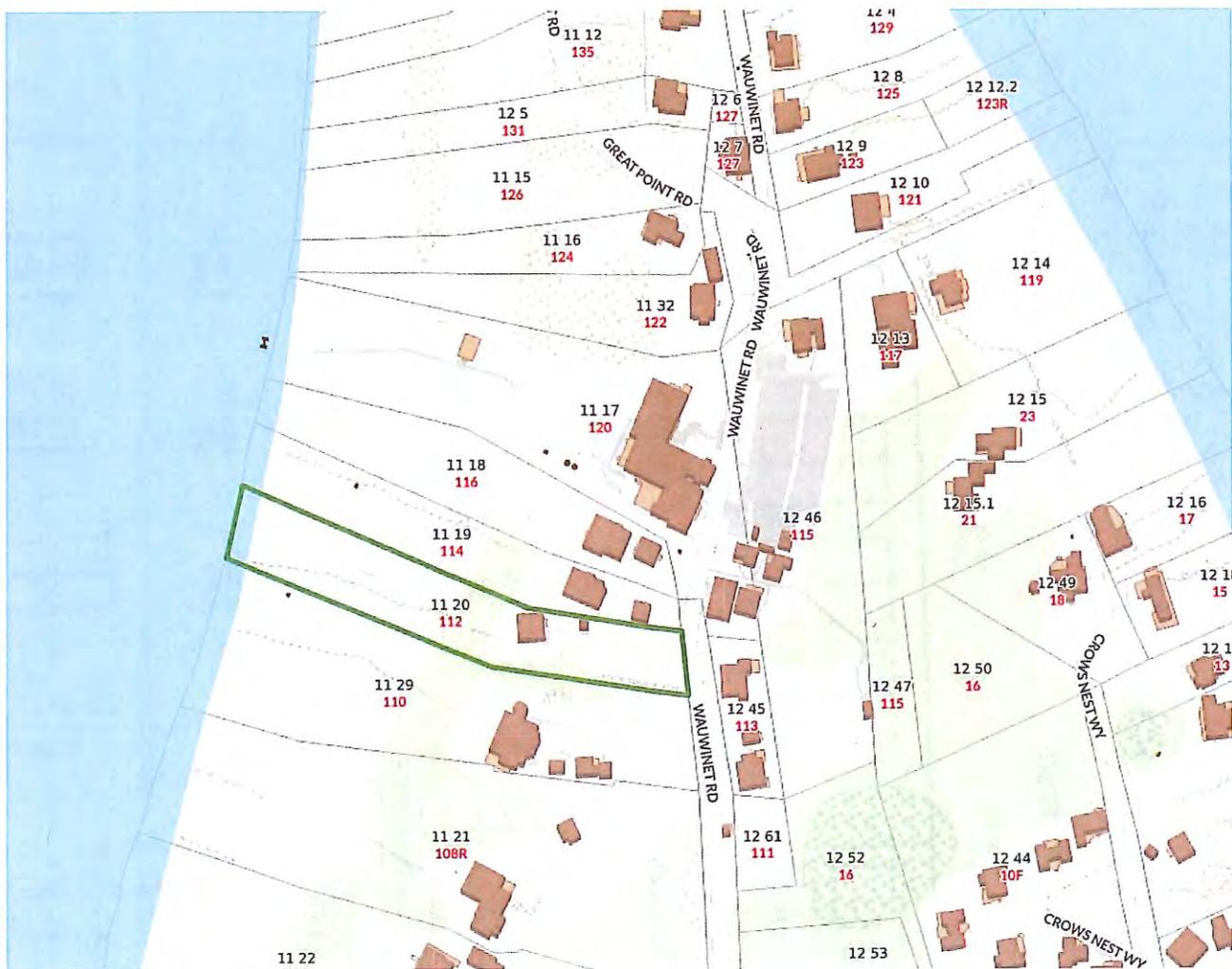
2-20-19  
DATE

Rt F Ry  
ASSESSOR'S OFFICE  
TOWN OF NANTUCKET

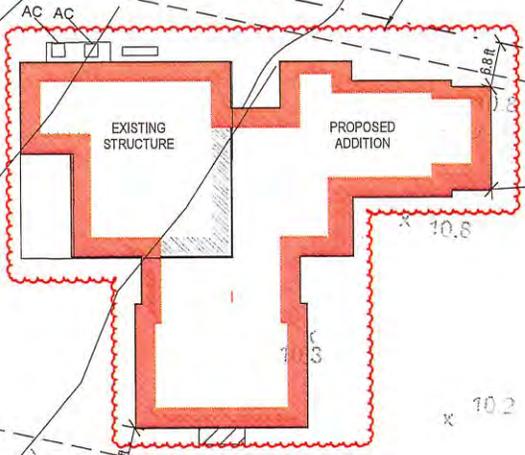


# Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554



RENOVATED DWELLING  
2,370 SF



206.62'

139.5'

11.9'

84.00'

WAUWINEY ROAD

FUTURE GARAGE

25' BUFFER ZONE

50' BUFFER ZONE

SITE  
1/16" = 1'-0"







1 Second Floor Plan  
1/4" = 1'-0"

PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud

EXISTING CONDITIONS NOTES:

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MAY 16 2019  
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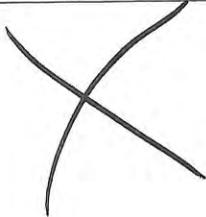
1 East Elevation  
1/4" = 1'-0"



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MAY 15 2019  
By \_\_\_\_\_



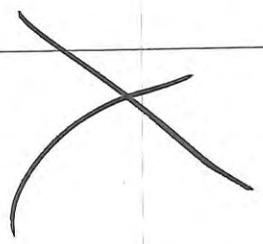
1 West Elevation  
1/4" = 1'-0"



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MAY 15 2019  
By \_\_\_\_\_



2 North Elevation  
1/4" = 1'-0"

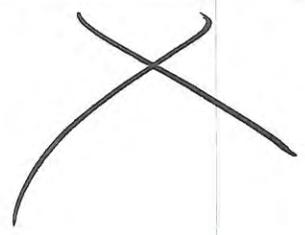


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By \_\_\_\_\_

1/4" = 1'-0"



2 South Elevation  
1/4" = 1'-0"





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By



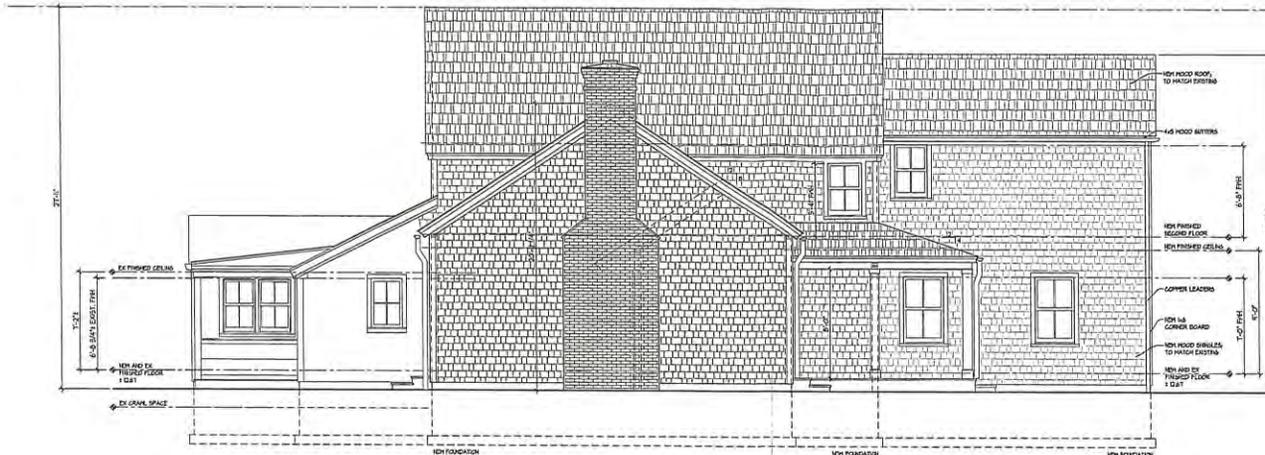
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By \_\_\_\_\_

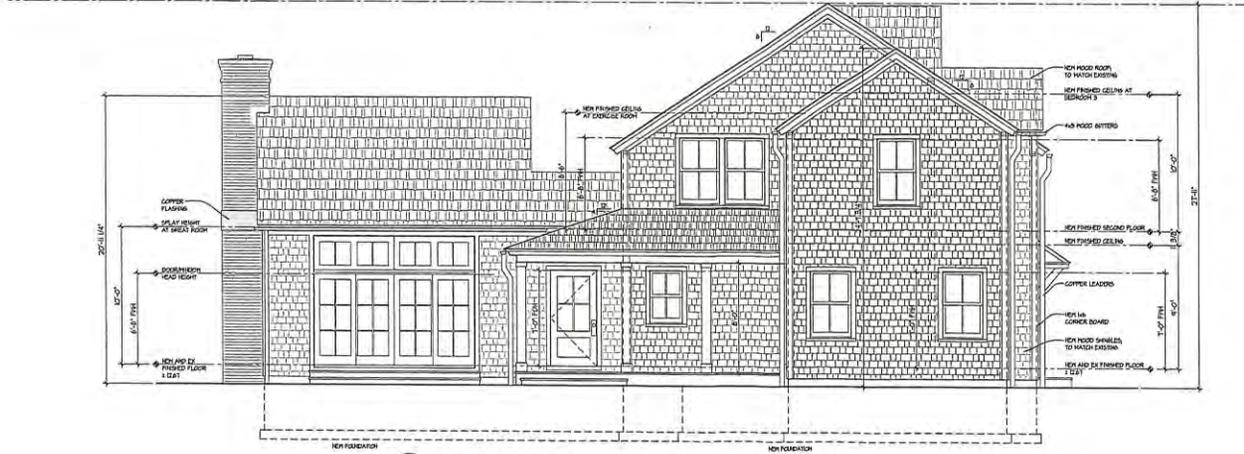






1 LEFT ELEVATION- SOUTH  
1/4"=1'-0"

RECEIVED  
MAY 21 2019  
BY SK M



3 FRONT ELEVATION- EAST  
1/4"=1'-0"

BROOKS & FALOTICO ASSOCIATES, LLP  
ARCHITECTURE - DESIGN  
117 WASHINGTON STREET, SUITE 200  
NANTUCKET, MA 02554  
PHONE: 508.339.1111  
WWW.BROOKSANDFALOTICO.COM

REV # DATE  
DESCRIPTION:

WALKER RESIDENCE  
117 WASHINGTON RD  
NANTUCKET, MA 02554  
PROJECT NO.  
DESIGN DEVELOPMENT

MAIN HOUSE  
ELEVATIONS  
SCALE: 1/4"=1'-0"



116 Wauwinet Rd

RECEIVED  
BY \_\_\_\_\_  
MAY 21 2019  
OR  
MJB



119 Wauwinet Rd

RECEIVED  
MAY 21 2019  
BY *MWJ*  
*CP*



133 Wawwinet Rd

RECEIVED  
MAY 21 2019  
BY  
MAY  
CR



108 Wauwinet Rd

RECEIVED  
MAY 21 2018  
BY Mrs. C.



106 Wauwinet Rd

RECEIVED  
MAY 21 2019  
BY Mh CR



107 Wawwinet Rd

RECEIVED  
MAY 21 2019  
BY  
Mtg  
G-



102 Waowinet Rd

RECEIVED  
MAY 21 2019  
BY  
Mrs. G. S.



98 Wawinet Rd



50 Wauwinet Rd

RECEIVED  
MAY 21 2019  
BY [Signature]

OLD B12

HDC Minutes for May 28, 2019, adopted June 11

11. Famiglio, Mark                      2 Harbor View Way                      Driveway/Belgium block                      42.4.1-31                      Julie Jordin

Voting                      Pohl, McLaughlin, Oliver, Welch

Alternates                      None

Recused                      None

Documentation                      None

Representing                      None

Public                      None

Concerns (5:23)                      Not opened at this time.

Motion                      **Motion to Hold for representation. (Welch)**

Vote                      Carried unanimously                      Certificate #

2. Walker, John                      112 Wauwinet Road                      Renovation/addition                      11-20                      Emeritus

Voting                      Pohl, McLaughlin, Oliver, Welch

Alternates                      None

Recused                      Watterson

Documentation                      Architectural elevation plans, site plan, photos, historic documentation, and information packet.

Representing                      **Matt MacEachern**, Emeritus Development – Reviewed changes made per previous concerns.

Public                      **Linda Williams**, for 110 Wauwinet Road – Reviewed information packet, submitted at the table, comparing the existing dimensions to the proposed and versus the vernacular of structures in the area. Read comments from the November meeting minutes; she has the same concerns with this submittal as she had with the November design. The west elevation exceeds the 50% fenestration rule and every window is ganged.

**Whitney Gifford**, Reade, Gullicksen, Hanley, & Gifford LLP – Reiterated his points regarding the definition of a renovation versus what is happening here. Would like to see more of the original house incorporated into this design. This is closer to the harbor than any other structure; tripling the massing and doubling the height will have even more of an impact on the harbor viewshed. Reminded the commission that another structure is proposed for this property; asked the commission to keep that in mind as they review this structure.

Concerns (5:24) **Oliver** – She viewed this; she did not get down onto the beach. Looking at the photos of other houses makes her feel better about this overall massing. If the design is appropriate, the increase in footprint isn't an HDC purview. Appreciates removal of the transoms. The east and west elevations are appropriate for the area. The north and south elevations are still a struggle; the massing is falling short.

**Welch** – Thanked applicant and opposition for the work brought forth. Ms. Williams made some valid points about the footprint, so did a little research' on an average, the applicant's request is less than 106, 110 and 100R [Wauwinet Road], those are further towards the water than the applicant's proposed structure; he doesn't have a read on the 2<sup>nd</sup>-floor square footage so cannot compare that. His primary concern is the relation of the north-south to the east-west elevations; it is almost two different structures. Some of that is mitigated by limitations of visibility as supplemented with native plants; however, he is not suggesting HDC makes its decision based on landscape material. Appreciates the changes on the east elevation. Looking at the north elevation, it is a one-block façade while the south has a sense of additive massing. Pointed out additional concern about the north elevation and as it translates to the west elevation; another concern is the massing of the primary structure on the north, which is elongated; that elongation carries to the west at the gable addition, on the left side of that elevation, through an atypical roof transition; suggested a way to differentiate and add a sense of more appropriate mass including by transitioning the height of the right side of the north elevation.

**McLaughlin** – The height and length fit into the area. Thinks this is ready to fly.

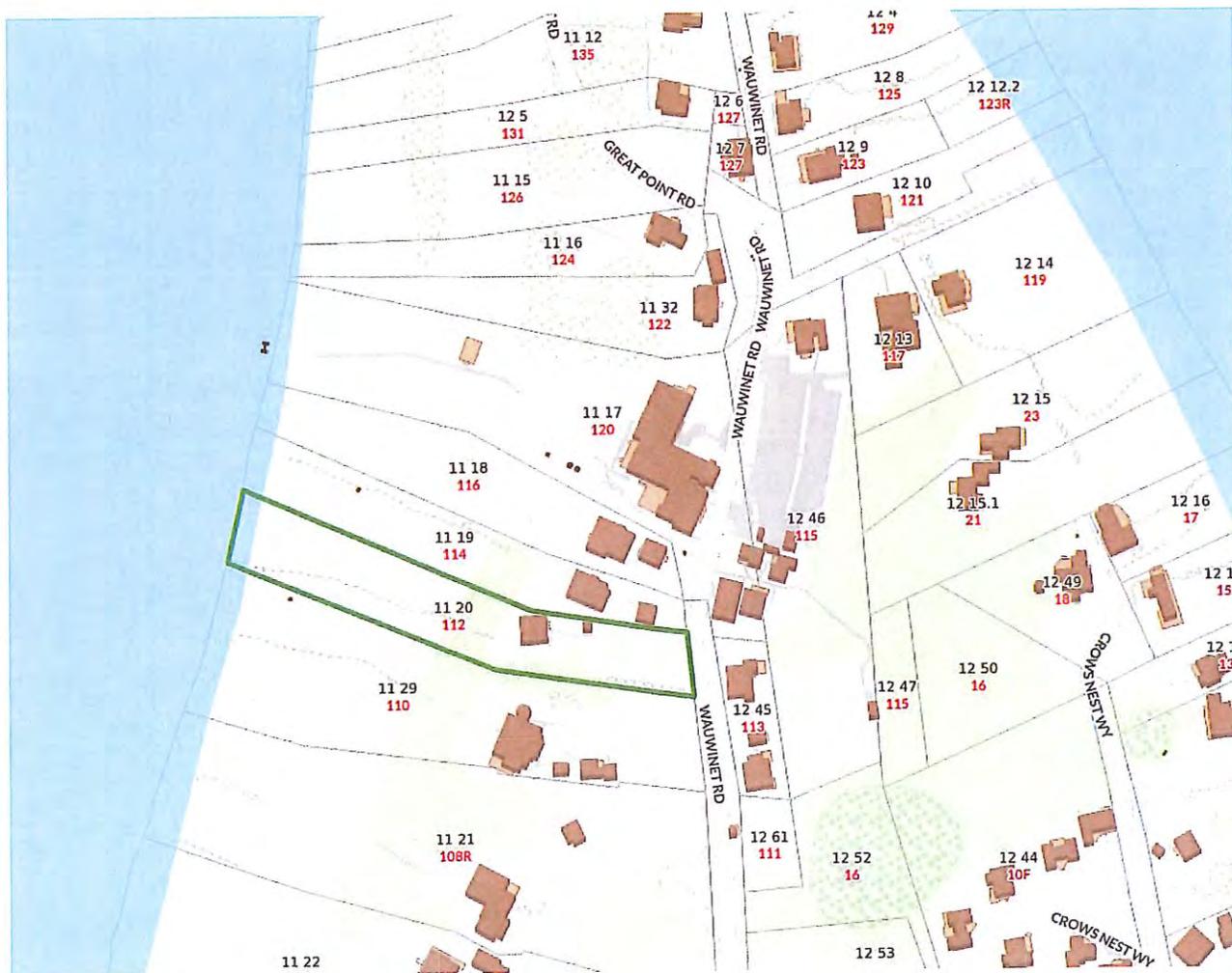
**Pohl** – Agrees this looks like two different buildings; the east and west elevations are charming, but the north and south aren't working in its favor. The whole notion of saving the existing house and considering this as an addition is disingenuous; we are talking about the 25- to 50-foot no disturb buffers. Suggested giving up and moving this out of the 50-foot buffer and keeping the existing structure as a guest house or garage. About the exterior chimney, he would support making that gable wider and annexing the chimney into the building.

Motion                      **Motion to Hold for revisions. (Welch)**

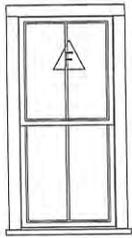
Vote                      ~~Carried 4-0~~                      ~~Certificate # 70~~

# Walker Residence

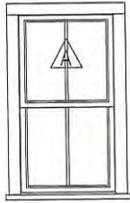
112 Wauwinet Rd  
Nantucket, MA 02554



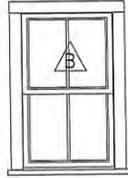
Not to Scale



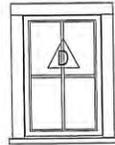
Double Hung  
2/2 SDL



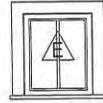
Double Hung  
2/2 SDL



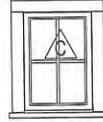
Double Hung  
2/2 SDL



Fixed  
4 Lite SDL



Fixed  
4 Lite SDL

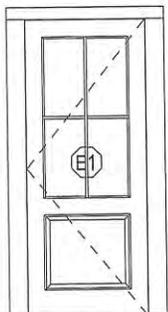


Fixed  
4 Lite SDL

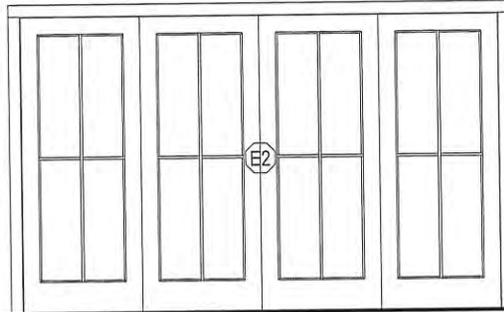
## Window Legend

1/4" = 1'-0"

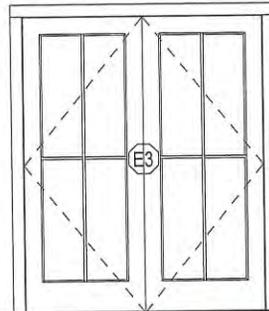
WINDOW SCHEDULE				
WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
A	29	2'-7"	4'-7"	≥ 30
B	8	2'-6"	4'-0"	≥ 30
D	2	2'-2"	3'-2"	≥ 30
E	4	1'-11"	2'-2"	≥ 30
F	6	2'-7"	5'-5"	≥ 30
H	3	1'-11"	2'-2"	≥ 30



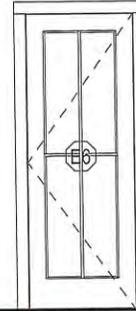
Front Door  
1 Panel + 4 Lite SDL



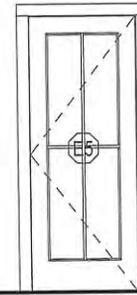
French Door  
(4) 4 Lite SDL



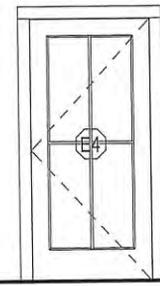
Double French Door  
(2) 4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL

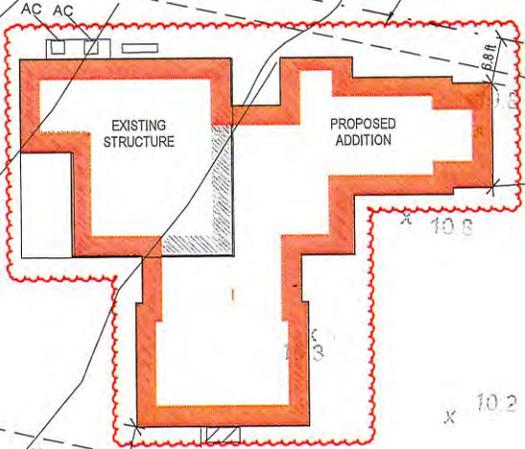
## Door Legend

1/4" = 1'-0"

EXTERIOR DOOR SCHEDULE				
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
E1	1	3'-0"	7'-6"	≥ 30
E2	2	12'-0"	7'-6"	≥ 30
E3	3	6'-0"	7'-6"	≥ 30
E6	1	2'-8"	7'-6"	≥ 30
E9	1	2'-8"	7'-4"	≥ 30
E10	1	3'-0"	7'-6"	≥ 30



RENOVATED DWELLING  
2,370 SF



206.62'

139.5'

84.00'

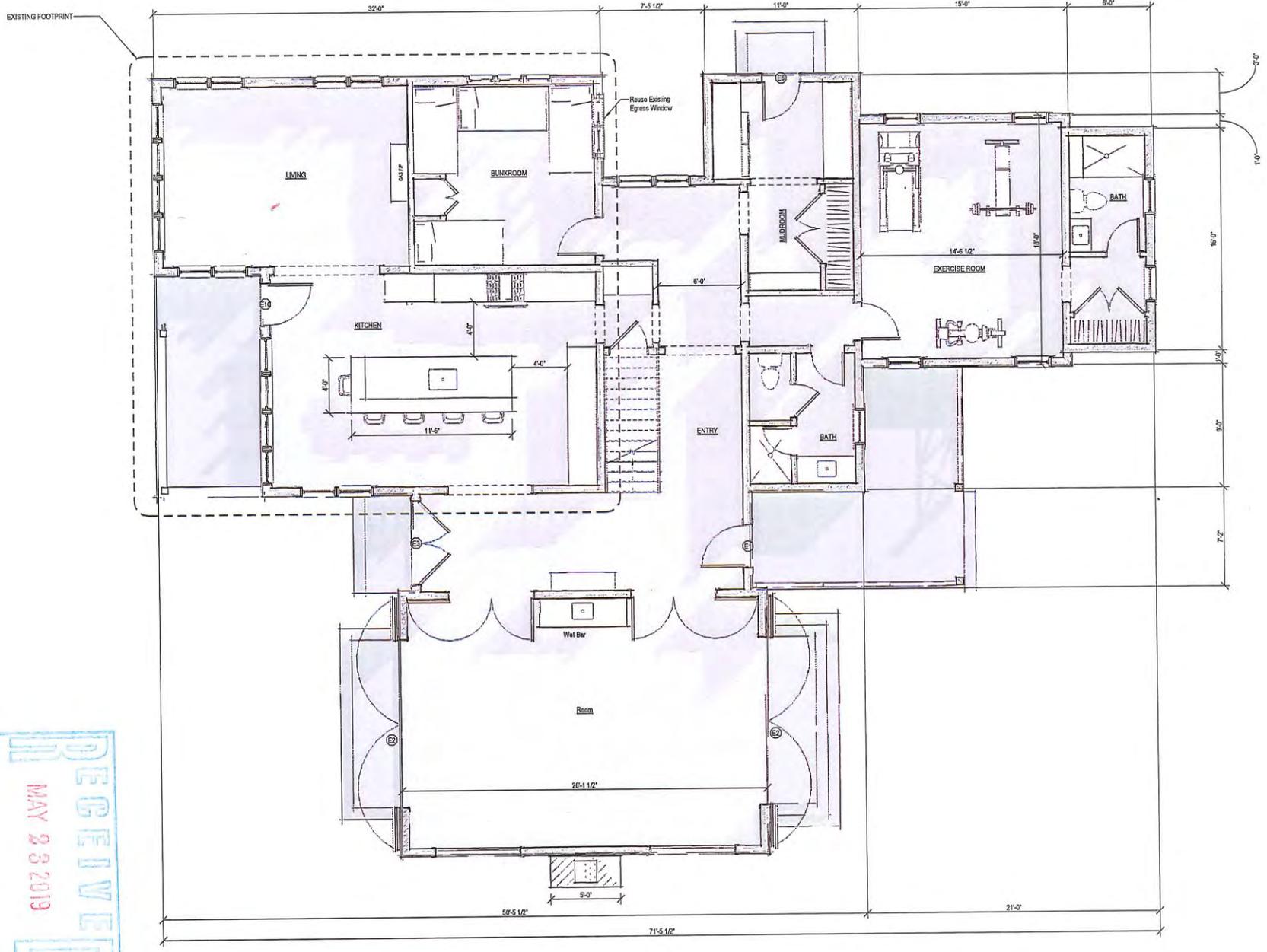
WAINWINE ROAD

FUTURE GARAGE

SITE  
1/16" = 1'-0"

RECEIVED  
MAY 23 2019





RECEIVED  
 MAY 23 2019  
 BY

1 First Floor Plan  
 1/4" = 1'-0"

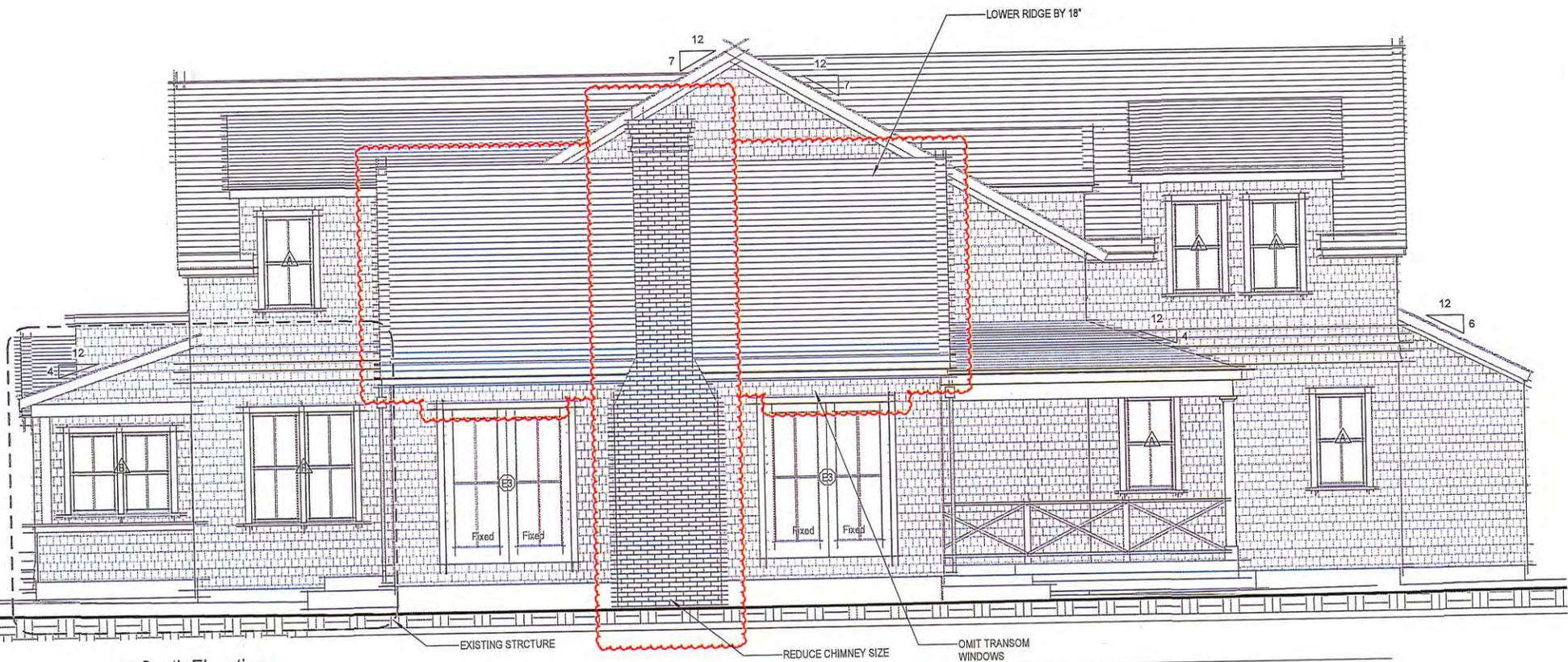


1 Second Floor Plan  
1/4" = 1'-0"

PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud

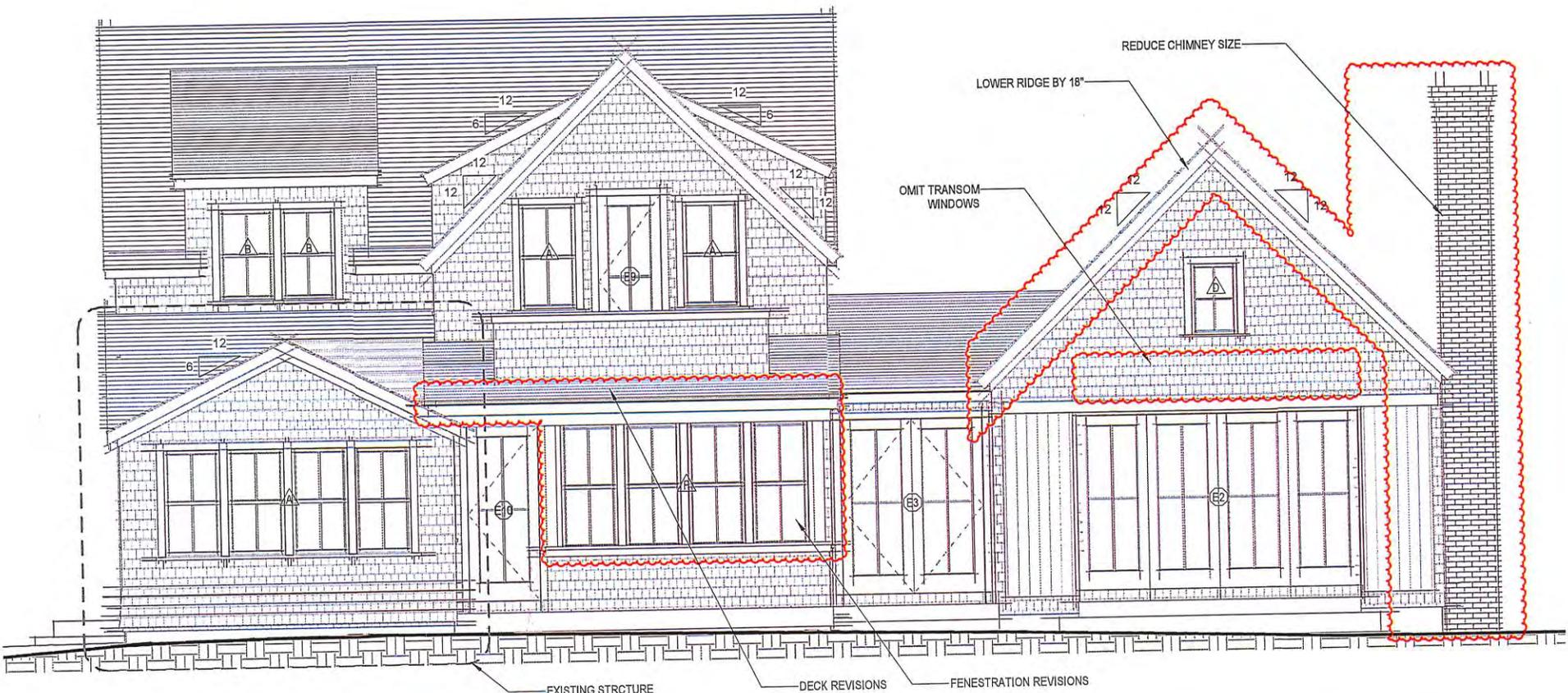
EXISTING CONDITIONS NOTES:





2 South Elevation  
 1/4" = 1'-0"

RECEIVED  
 MAY 23 2019



1 West Elevation  
 1/4" = 1'-0"

RECEIVED  
 MAY 28 2019



2 North Elevation  
1/4" = 1'-0"

~~APPROVED  
MAY 28 2019~~

EXISTING STRUCTURE

HDC Minutes for November 13, 2018, adopted Nov. 27

205 Eel Point Trust      205 Eel Point Road      Rev. 69278: cabana      38-31      Workshop APD

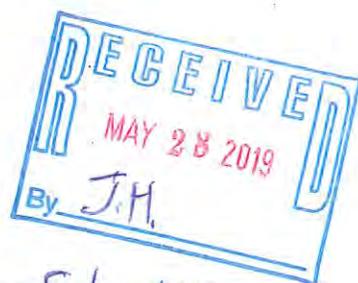
Voting      Pohl, Coombs, McLaughlin, Camp, Oliver  
 Alternates      Watterson, Dutra  
 Recused      None  
 Documentation      Architectural elevation plans, site plan, photos, and advisory board comments.  
 Representing      Michael Ouf-Weissberg, Workshop APD – Presented project.  
 Public      None  
 Concerns (5:04)      **Oliver** – Concerns were brought up recently about the elevation of the main house. Based on how much of that is visible; she'd prefer to keep the approved configuration; same on the south elevation keeping it to two doors. There is so much on the site and so much glass; that needs to be mitigated. Asked for a view.  
                                  **McLaughlin** – West elevation, the fenestration exceeds 50% of the wall plain.  
                                  **Pohl** – The photos indicate the whole site is visible from the water. The east side faces the road. MAB had no concerns.  
 Motion      **Motion to View. (Camp)**  
 Vote      Carried 5-0      Certificate #

3. Walker, Jon      112 Wauwinet Road      Addition      11-20      Brooks & Falotico

Voting      Pohl, Coombs, McLaughlin, Camp, Oliver  
 Alternates      Watterson, Dutra  
 Recused      None  
 Documentation      Architectural elevation plans, site plan, photos, and correspondence.  
 Representing      Jay McConnell, Brooks & Falotico Associates, Inc. – Presented project; limitations include the larger septic and the 50-foot buffer to the bank.  
 Public      **Arthur Reade, Reade, Gullicksen, Hanley, & Gifford LLP**, for the Arnolds at 10 Wauwinet Road – His clients' concerns are the scale and architecture, which is out of keeping with what exists. From the road, it will look like a new house that is inconsistent with the neighborhood and existing cottage. This structure fills the lot up to the 5-foot setbacks on the north and south side.  
                                  **Linda Williams**, for the Arnolds at 110 Wauwinet Road – The fenestration is chaotic and visible from the water. Right side elevation exceeds the 50% fenestration rule. North elevation creates a new main mass aside from the existing cottage. Everything here is two stories and about four times the size of the existing structure. South elevation, the secondary eave is higher than the main house eave. This is atypical for that area and should go through a complete redesign that brings the massing down to more 1-story elements. You can see through the wing with the living room.  
                                  **Paul Jensen**, for the Arnolds at 110 Wauwinet Road  
 Concerns (5:11)      **Pohl** – Read letter of concern from Janet Arnold at 110 Wauwinet Road. Asked the vintage if this house is available.  
                                  **Camp** – This proposal has nothing to do with the architectural vernacular of the area. She would like to view.  
                                  **Oliver** – Agrees with what's been said. The existing cottage should stand out to show the evolution of the structure. What's working against them is the living room wing; the eave obliterates the existing house and should be remassed. She couldn't approve this iteration. We need some history on this house.  
                                  **Coombs** – Agrees with Ms Camp; she's not in favor of this proposal. It is not in keeping with Wauwinet. Concerned that the two magnificent trees would be lost. The existing cottage should not be obliterated. Agrees about viewing.  
                                  **McLaughlin** – If we're going to view, he's going to withhold his comments. Asked for the plan to be highlighted as to what is new and what is existing.  
                                  **Pohl** – It is a tragedy to call this an addition; agrees the existing structure should be stand out. The scale of the proposed addition is so large and conspicuous and should come down dramatically.  
 Motion      **Motion to View with poles at each end and hold for revisions. (Camp)**  
 Vote      Carried 5-0      Certificate #

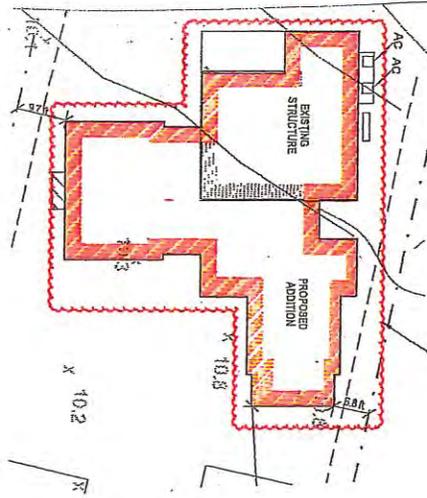
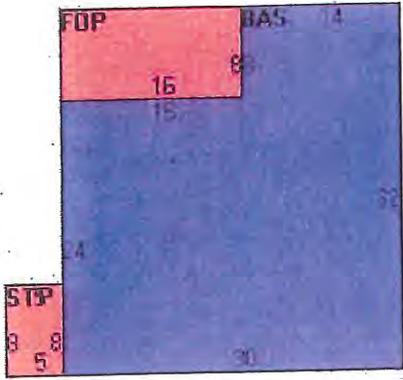
4. Walker, Jon      112 Wauwinet Road      Garage      11-20      Brooks & Falotico

Voting      Pohl, Coombs, McLaughlin, Camp, Oliver  
 Alternates      Watterson, Dutra  
 Recused      None  
 Documentation      Architectural elevation plans, site plan, and photos.  
 Representing      Jay McConnell, Brooks & Falotico Associates, Inc.  
 Public      **Arthur Reade, Reade, Gullicksen, Hanley, & Gifford LLP**, for 110 Wauwinet Road  
                                  **Paul Jensen** 110 Wauwinet Road  
                                  **Linda Williams**, for 110 Wauwinet Road  
 Concerns (5:36)      **Oliver** – Suggested splitting the garage into two low structures.  
 Motion      **Motion to View with one pole. (Camp)**  
 Vote      Carried 5-0      Certificate #



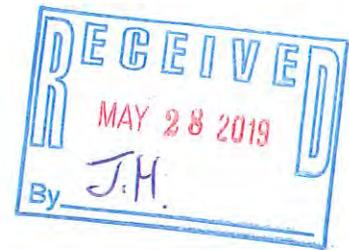
*Submitted by  
Linda Williams*

**112 WAUWINET ROAD**



**EXISTING: ONE-STORY**

BAS	First Floor	832	832
FOP	Porch, Open, Finished	128	0
STP	Stoop	40	0
		1,000	832



Submitted by  
Linda Williams

**NEW: TWO-STORY 27 FEET ± TALL**

**BASE FIRST FLOOR 2,370**

THE ELEVATION SHEETS STATE THAT THE GROUNDCOVER TOTAL WOULD BE

2,370 SF. THE APPLICATION STATES THAT THE GROUNDCOVER WOULD BE 1,560 SF

Which is it? In addition, either way, the groundcover is either doubling or tripling in size of the original structure. There is also a doubling of the massing as it is going from a one-story structure to a two-story structure with almost the same square footage due to multiple flush dormers masquerading the expansive second-floor massing.

- Our clients do not have an issue with an expansion of the structure, but an appropriate expansion. This is completely outside the scope of what is appropriate in the context and the impact on the view from the beach and the water. On this particular lot, the view from the road would be altered incredibly.
- The large 4 ft French doors with transoms are inappropriate, particularly ganged.
- The 12 pitch is not appropriate. Do not be fooled by dormers. They are all flush and the eaves are high. Other structures with second floor space use setback dormers and lower eaves, not to mention NTW details.
- Exterior chimney hanging off the end is not appropriate. It appears to be a single flue and oversized for that.
- South and North is set up to give the impression that it is a very long ridge. What is the distance front to back?
- There is no additive massing whatsoever. The original structure should be maintained on the bluff and any additive massing out the back away from the bluff.
- South elevation is visible and has oversized inappropriate windows with transoms making them even more modern and out of scale.
- West elevation facing the water is completely inappropriate. All windows are ganged, doors and transoms
- Dormers have too much space above them. There is not one structure on the bluff that has that much glass, that close to the beach and water in that area the entire length from the sand access to Great Point to Pocomo. This would create something out of character with the entire Wauwinet area.
- North elevation shows that all windows in the "original" section are ganged around the three sides. Chaotic fenestration. Again the ridge seems to be continuous.
- Chaotic pitches, 12/12, 7/12(north), which is flatter than normally approved by the HDC in my 20 years there, min usually 8/12. Pitches are usually not mixed. Makes north look very wide and flat and out of proportion. A lot of camouflaging going on here. And there is a dormer dying into another gable which we did not usually approve. Again the dormer windows should be banded up to the trim. One big slab.

- The only thing changed from the last meeting was the sunroom addition by lowering the height due to the quick turn-around from Tuesday to Wednesday.
- The existing one-story part is still obliterated as was the concern in the previous application.
- The footprint is expanding from a simple square, low on the bluff, to a complicated footprint with jogs and over fenestrated with several ganged windows.
- As evidenced by the GIS map, the existing structure is closer to the bluff than other structures and thus an expansion of this magnitude would cause an extreme impact on the bluff.
- The structure to the north is a single story with natural trim.
- The structure to the south has multiple single-story elements and a smaller center 1 ½ story mass. The ancillary structure on this lot is single-story.
- Other structures along the bluff up to the entrance to the sand to the north and down to just short of the bend to Pocomo are for the most part natural to weather trim and have smaller central simple masses and one-story elements.

116 WAUWINET ROAD

BRUCE BENEDICT ADDED THAT PORCH A LONG TIME AGO TO A HOUSE THAT WAS BUILT IN 1945. IT IS SET BACK FARTHER THAN THE SUBJECT HOUSE AND HAS A FOOTPRINT OF 1,050 SF



114 WAUWINET RD - BUILT 1930 – ADDITIVE LOW MASSING OVER TIME – 1,033 SF



110 WAUWINET ROAD – 1890 – ADDITIVE ONE-STORY MASSING OVER TIME



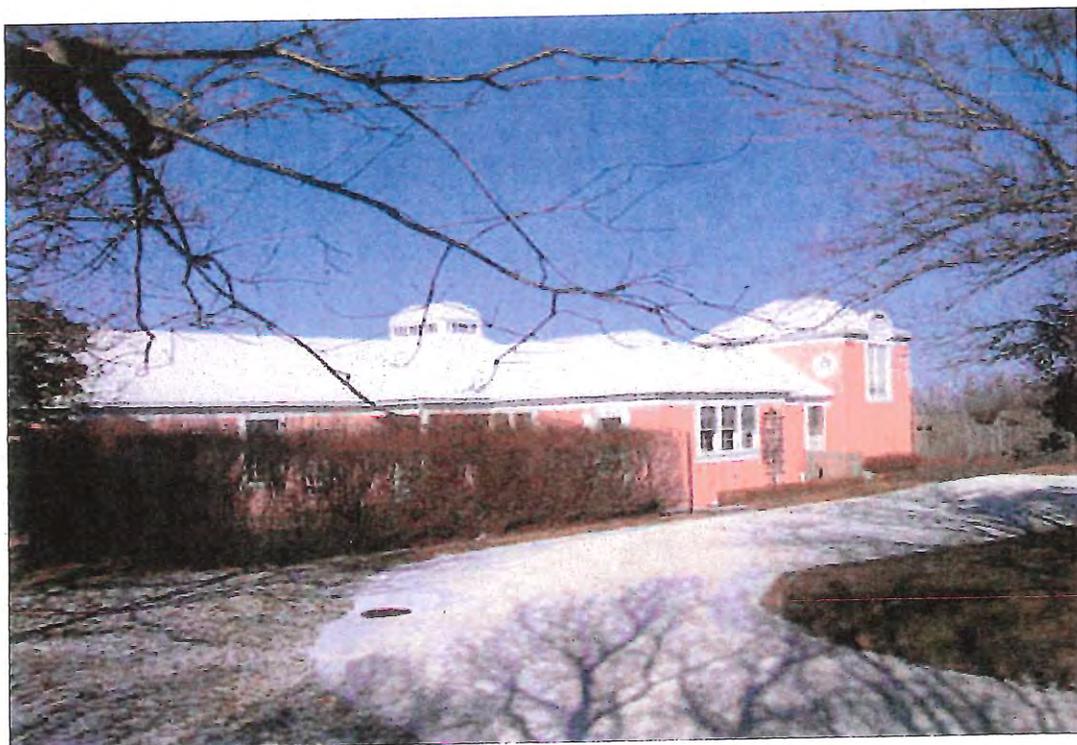
108R WAUWINET RD – 1890 – ADDITIVE MASSING OVER TIME, CANNOT BE SEEN FROM THE ROAD AND ONLY MINIMALLY FROM THE BEACH/WATER



106 WAUWINET RD – 1940 – ADDITIVE MASSING OVER TIME – NOT VISIBLE FROM THE ROAD – NTW TRIM, ONE-STORY ELEMENTS.



104 WAUWINET RD – 1960 – PERHAPS MOST UNIQUE STRUCTURE LEFT, MOSTLY ONE-STORY - ONE ADDED LOFT SECTION – NOT VISIBLE FROM THE ROAD



102 WAUWINET ROAD – 1965 – ADDITIVE MASSING OVER TIME – ONE-STORY NOT VISIBLE FROM ROAD - MINIMALLY VISIBLE FROM THE BEACH/WATER



100R WAUWINET ROAD – 1990 – NEWEST HOUSE ON THE BLUFF – NTW TRIM DETAILS – NOT VISIBLE FROM THE ROAD – LOW EAVES, FEW DORMERS BUT THEY ARE SET BACK – SAME FAMILY AS 102 WAUWINET ROAD



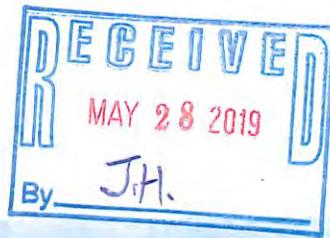
98 WAUWINET ROAD – 1978 – ADDITIVE MASSING OVER TIME – NTW TRIM DETAILS, NOT VISIBLE FROM THE ROAD – SMALLER VISIBILITY FROM THE BEACH/WATER – LOW EAVES, NO DORMERS ON EAST – ADDED SLEEPING LOFT



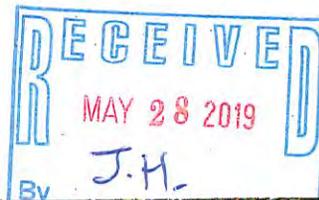
94 WAUWINET ROAD – 1953- THE BACKUS FAMILY THAT OWNED A LOT OF WAUWINET INCLUDING THE WAUWINET HOUSE – IS NOT VISIBLE FROM THE ROAD – IS VISIBLE FROM BEACH/WATER A GREAT DISTANCE FROM SUBJECT SITE



Submitted by  
Linda Williams



Submitted by  
Linda Williams



NEIGHBOR TO SOUTH-BUTTER - 112 WR.  
VIEW FROM WAUWINET ROAD



ABUTTER TO NORTH



ACROSS STREET FROM SITE

SITE



WEST ELEVATION



SITE



GARAGE -  
AUXILIARY  
STRUCTURE

↓  
NORTH ELEVATION

SITE



SOUTH ELEVATION

SITE



SOUTH ELEVATION

SITE



SITE — VIEW — LOOKING WEST FROM WAUWINNET ROAD  
EAST ELEVATION

SITE



SOUTH ↗

ELEVATIONS

↖ EAST



WEST ELEVATION - FROM BEACH



WEST ELEVATION - FROM BEACH



ABUTTER ACROSS STREET

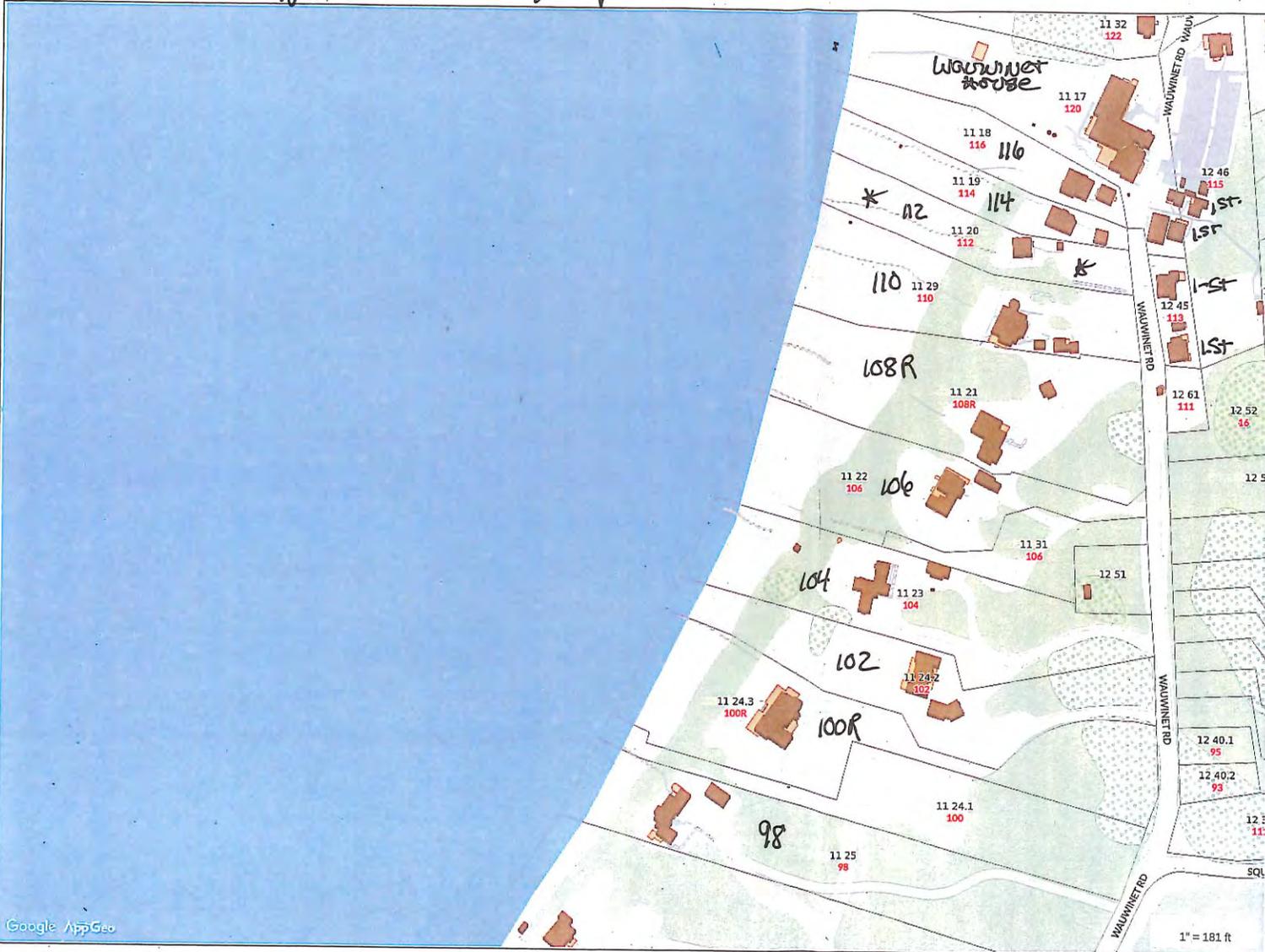


A BUTTER ACROSS STREET



ABOTTERS.

Submitted by 110 Wauninet Road  
Opposition. 5/28/2019



RECEIVED  
 MAY 28 2019  
 By J.H.

Submitted by  
 Linda Williams



MAP FOR REFERENCE ONLY  
 NOT A LEGAL DOCUMENT

Town and County of Nantucket, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 11/13/2018  
 Data updated 11/19/2018



**MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT**

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Geometry updated 11/13/2018  
Data updated 11/19/2018



# Planning and Land Use Services (PLUS) HISTORIC DISTRICT COMMISSION

Established 1955

2 Fairgrounds Road  
Nantucket, Massachusetts 02554

Telephone: 508.325.7587

Fax: 508.228.7298

## COMMISSIONERS

Ray Pohl  
Chairman

Abigail Camp

Val Oliver

Diane Coombs  
Vice Chairman

John McLaughlin

## ASSOCIATE COMMISSIONERS

TJ Watterson

Stephen Welch

Jesse Dutra

## STAFF

John Hedden  
HDC Compliance  
Coordinator  
[jhedden@nantucket-ma.gov](mailto:jhedden@nantucket-ma.gov)

## EXTENSION AGREEMENT

Date Signed: 06/10/19

Map: 11 Parcel 20

Address of Property: 112 Wauwinet Rd

Applicant(s)/Owner(s)/Representative(s) Name:

Emeritus Development

Scope of Work: Addition

A voluntary extension of the Nantucket Historic District Commission's ("HDC") action deadline on the above noted Application has been granted to the HDC by the above named Applicant(s)/Owner(s)/Representative(s) up to and including the following date:

October 8, 2019  
Month/day/year of extension termination

[Signature]  
Signature of Applicant/Owner/Representative

ANTON DIMOV  
Please print name of signatory

~ Old Biz ~

Proposed HDC Minutes for May 28, 2019

11. Famiglio, Mark	2 Harbor View Way	Driveway/Belgium block	42.4.1-31	Julie Jordin
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	None			
Documentation	None			
Representing	None			
Public	None			
Concerns (5:23)	Not opened at this time.			
Motion	Motion to Hold for representation. (Welch)			
Vote	Carried unanimously		Certificate #	

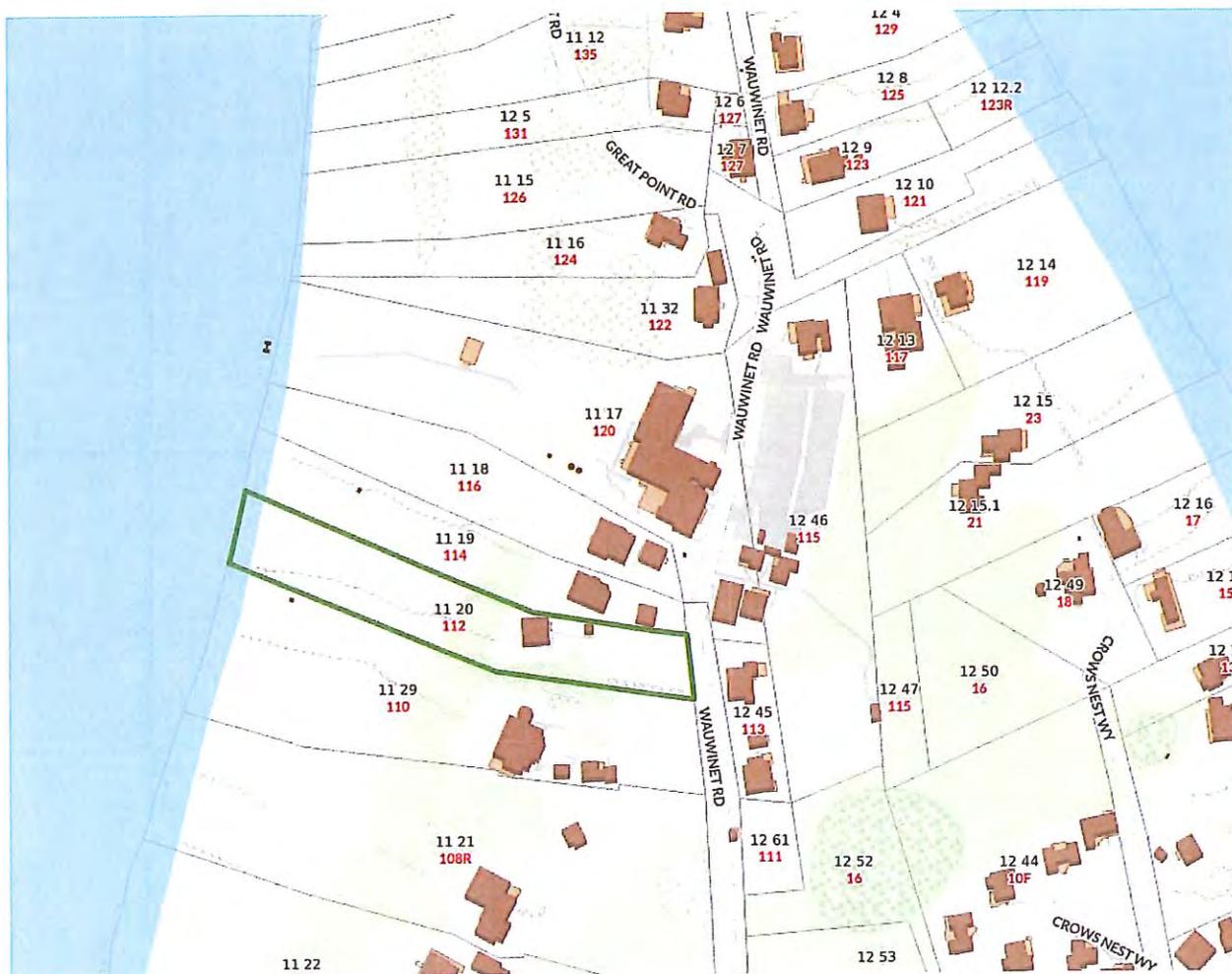


12. Walker, John	112 Wauwinet Road	Renovation/addition	11-20	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	Watterson			
Documentation	Architectural elevation plans, site plan, photos, historic documentation, and information packet.			
Representing	Matt MacEachern, Emeritus Development – Reviewed changes made per previous concerns.			
Public	Linda Williams, for 110 Wauwinet Road – Reviewed information packet, submitted at the table, comparing the existing dimensions to the proposed and versus the vernacular of structures in the area. Read comments from the November meeting minutes; she has the same concerns with this submittal as she had with the November design. The west elevation exceeds the 50% fenestration rule and every window is ganged. Whitney Gifford, Reade, Gullicksen, Hanley, & Gifford LLP – Reiterated his points regarding the definition of a renovation versus what is happening here. Would like to see more of the original house incorporated into this design. This is closer to the harbor than any other structure; tripling the massing and doubling the height will have even more of an impact on the harbor viewshed. Reminded the commission that another structure is proposed for this property; asked the commission to keep that in mind as they review this structure.			
Concerns (5:24)	Oliver – She viewed this; she did not get down onto the beach. Looking at the photos of other houses makes her feel better about this overall massing. If the design is appropriate, the increase in footprint isn't an HDC purview. Appreciates removal of the transoms. The east and west elevations are appropriate for the area. The north and south elevations are still a struggle; the massing is falling short. Welch – Ms. Williams made some valid points about the footprint; on an average, it is less than three other structures; he doesn't have a read on the 2nd-floor square footage. His primary concern is the relation of the north-south to the east-west elevations; it is almost two different structures. Some of that is mitigated by limitations of visibility as supplemented with native plants. Appreciates the changes on the east elevation. Looking at the north elevation, it is a one-block façade while the south has a sense of additive massing. Suggested a way to bring down the height of the right side of the north elevation. McLaughlin – The height and length fit into the area. Thinks this is ready to fly. Pohl – Agrees this looks like two different buildings; the east and west elevations are charming, but the north and south aren't working in its favor. The whole notion of saving the existing house and considering this as an addition is disingenuous; we are talking about the 25- to 50-foot no disturb buffers. Suggested giving up and moving this out of the 50-foot buffer and keeping the existing structure as a guest house or garage. About the exterior chimney, he would support making that gable wider and annexing the chimney into the building.			
Motion	Motion to Hold for revisions. (Welch)			
Vote	Carried 4-0		Certificate #	72498

13. Black, Michelle	28 Eel Point Road	Rev. 721363: windows	40-44	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch			
Alternates	None			
Recused	Watterson			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	Matt MacEachern, Emeritus Development – Reviewed changes made per previous concerns; transoms are remaining in the kitchen.			
Public	None			
Concerns (5:56)	Oliver – Her only concern is the east elevation transoms; the east elevation is the most visible and the transoms should be eliminated. Welch – Appreciates the changes. Agrees with Ms. Oliver. McLaughlin – There are multiple awning "G" windows; those should be 3-over-3 double-hung windows. Pohl – There is plenty of room for the "G" windows to be double hung; and agrees about removing the east elevation transoms.			
Motion	Motion to Approve through staff with on the east elevation, the transoms eliminated and the "G" windows to be 3-over-3 double-hung. (Oliver)			
Vote	Carried 4-0		Certificate #	72498

# Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554

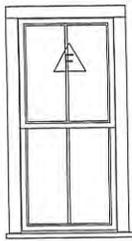


ALK

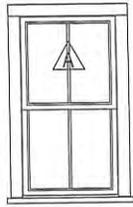
X  
X  
10  
7  
3

Locus Map

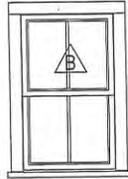
Not to Scale



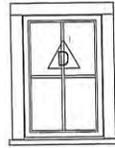
Double Hung  
2/2 SDL



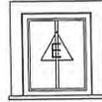
Double Hung  
2/2 SDL



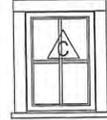
Double Hung  
2/2 SDL



Fixed  
4 Lite SDL



Fixed  
4 Lite SDL

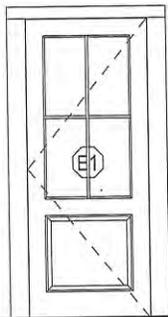


Fixed  
4 Lite SDL

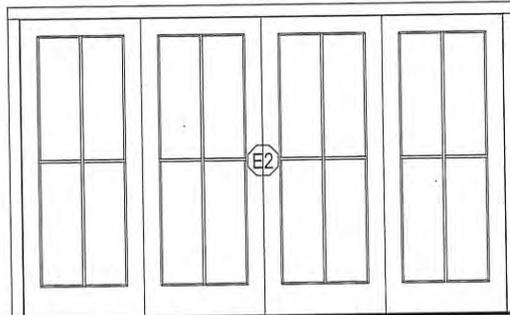
## Window Legend

1/4" = 1'-0"

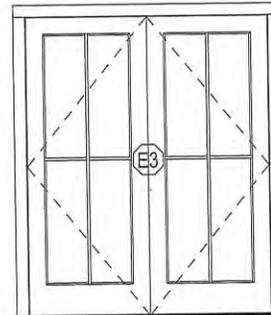
WINDOW SCHEDULE				
WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
A	29	2'-7"	4'-7"	≥ 30
B	10	2'-6"	4'-0"	≥ 30
E	4	1'-11"	2'-2"	≥ 30
F	6	2'-7"	5'-5"	≥ 30
H	3	1'-11"	2'-2"	≥ 30



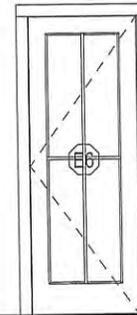
Front Door  
1 Panel + 4 Lite SDL



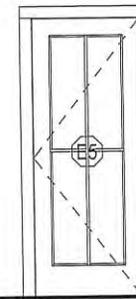
French Door  
(4) 4 Lite SDL



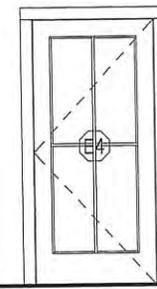
Double French Door  
(2) 4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL

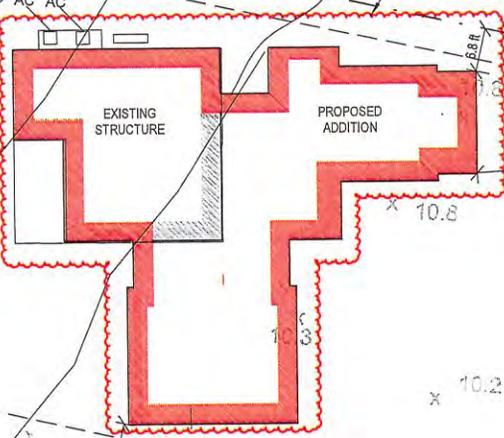
## Door Legend

1/4" = 1'-0"

EXTERIOR DOOR SCHEDULE				
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
E1	1	3'-0"	7'-6"	≥ 30
E2	2	12'-0"	7'-6"	≥ 30
E3	3	6'-0"	7'-6"	≥ 30
E6	1	2'-8"	7'-6"	≥ 30
E9	1	2'-8"	7'-4"	≥ 30
E10	1	3'-0"	7'-6"	≥ 30



RENOVATED DWELLING  
2,438 SF



206.62'

139.5'

84.00'

FUTURE GARAGE

WAINWINE ROAD

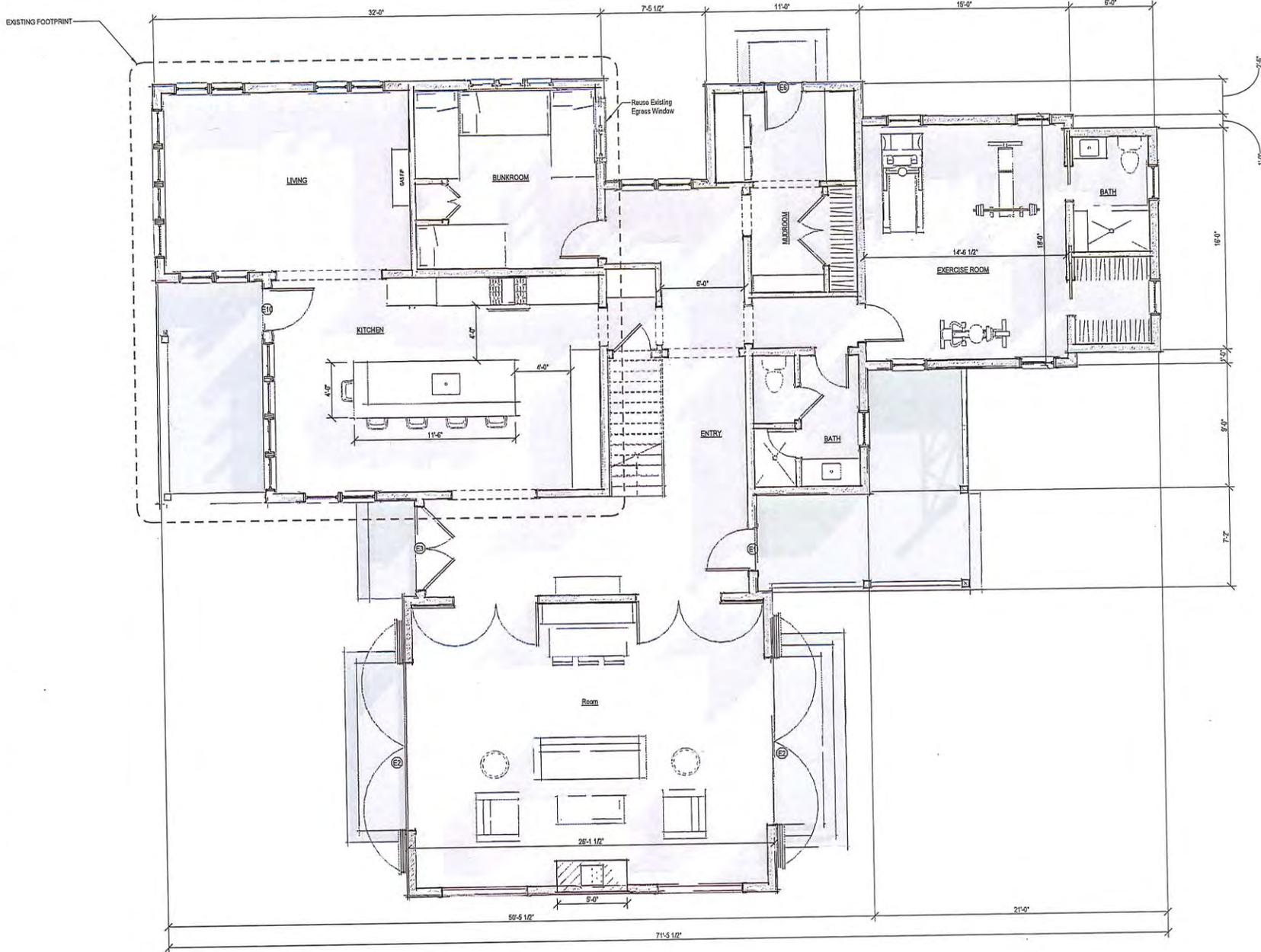
25' BUFFER ZONE

50' BUFFER ZONE

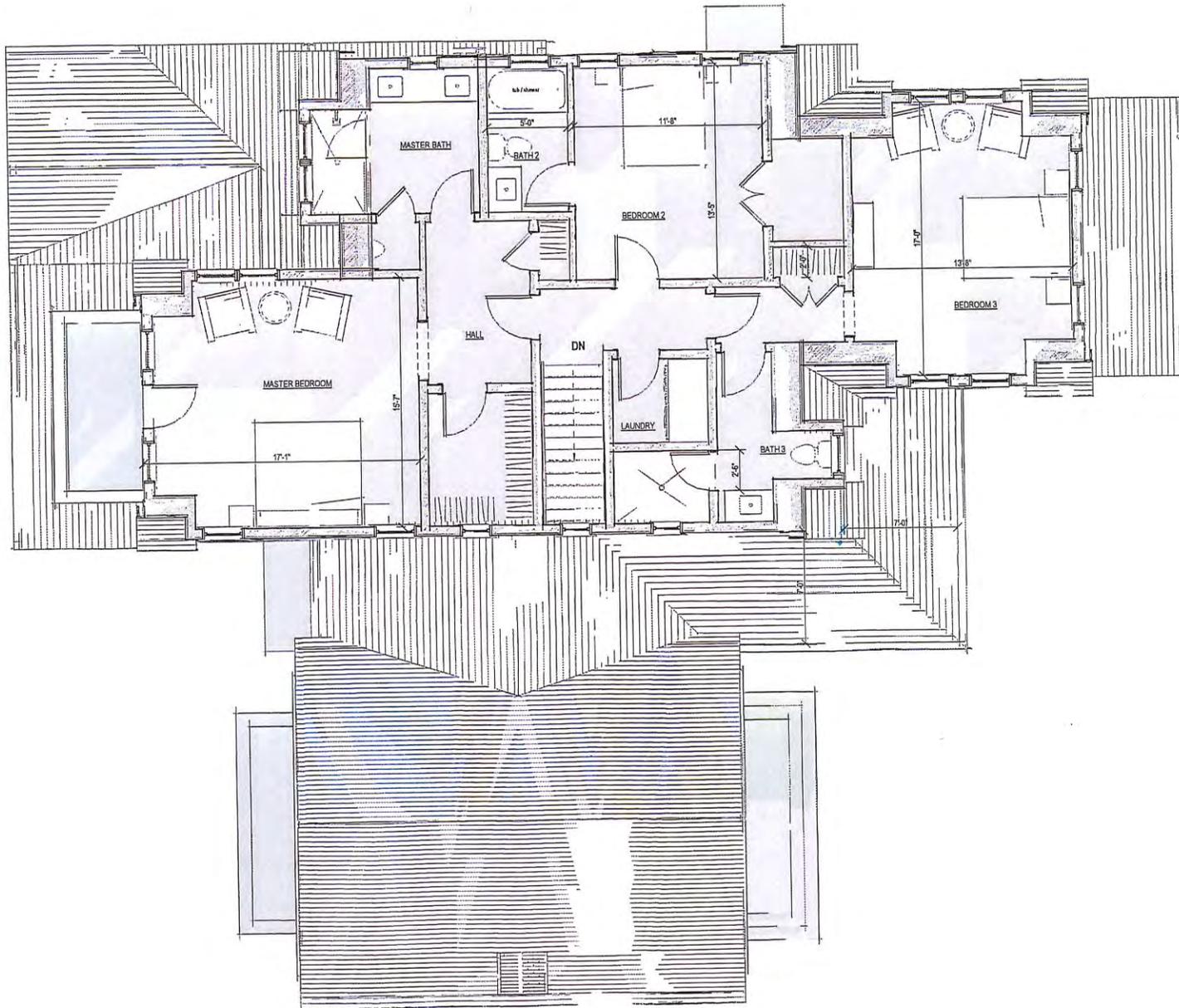
SITE  
1/16" = 1'-0"

RECEIVED  
JUN 05 2019  
BY





1 First Floor Plan  
1/4" = 1'-0"



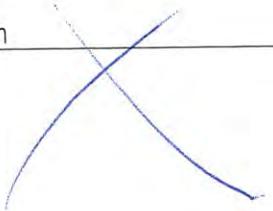
1 Second Floor Plan  
 1/4" = 1'-0"

PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud

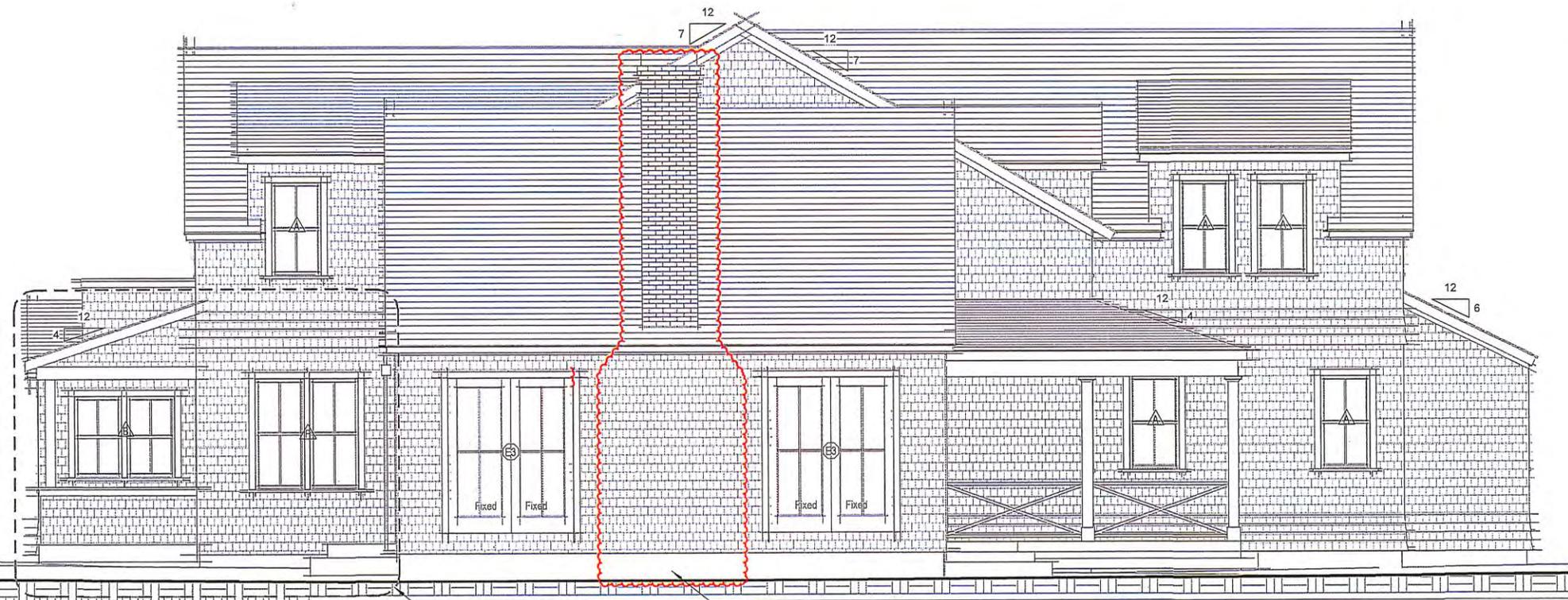
EXISTING CONDITIONS NOTES:



1 East Elevation  
 1/4" = 1'-0"



RECEIVED  
 JUN 05 2019



2 South Elevation  
 1/4" = 1'-0"

EXISTING STRUCTURE

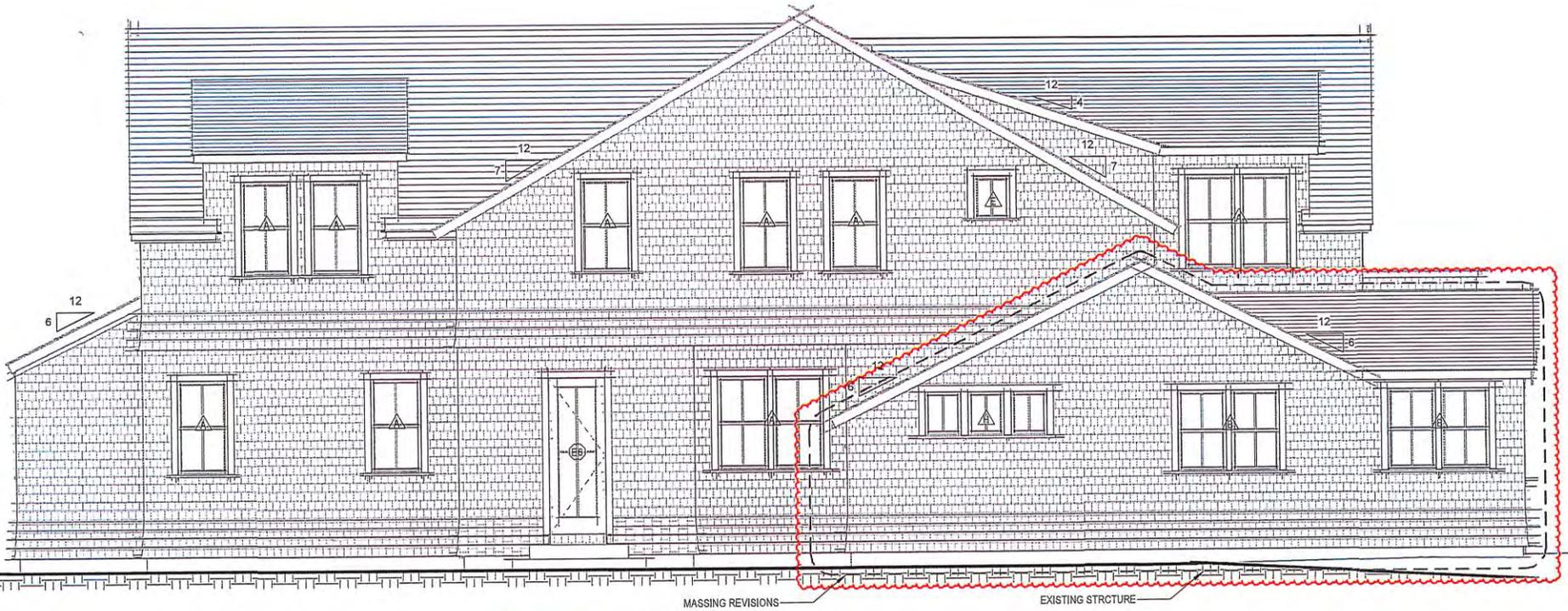
MOVE CHIMNEY INSIDE





1 West Elevation  
 1/4" = 1'-0"

RECEIVED  
 JUN 05 2019



MASSING REVISIONS

EXISTING STRUCTURE

2 North Elevation  
1/4" = 1'-0"



110 WAWWING FARM WASH

RECEIVED  
JUN 1-1 2019  
By \_\_\_\_\_



110 WAUWATSESA ORIGINAL HOUSE @ 1900's

RECEIVED  
JUN 11 2019  
By \_\_\_\_\_



RECEIVED  
JUN 11 2019  
By \_\_\_\_\_



~ Old Biz ~

Submitted to  
File 6/10/2019  
By Opposition

Proposed HDC Minutes for May 28, 2019

11. Rampello, Mark 2 Harbor View Way Driveway/Belgium block 424-1-31

Voting Pohl, McLaughlin, Oliver, Welch  
Alternates None  
Recused None  
Documentation None  
Representing None  
Public None  
Concerns (5:23) Not opened at this time.  
Motion Motion to Hold for representation. (Welch)  
Vote Carried unanimously

DUPLICATE

RECEIVED  
JUN 05 2019  
RECEIVED  
JUN 11 2019  
J.H.

Certificate #

12. Walker, John 112 Wauwinet Road Renovation/addition 11-20 Emeritus

Voting Pohl, McLaughlin, Oliver, Welch  
Alternates None  
Recused Watterson  
Documentation Architectural elevation plans, site plan, photos, historic documentation, and information packet.  
Representing Matt MacEachern, Emeritus Development – Reviewed changes made per previous concerns.  
Public Linda Williams, for 110 Wauwinet Road – Reviewed information packet, submitted at the table, comparing the existing dimensions to the proposed and versus the vernacular of structures in the area. Read comments from the November meeting minutes; she has the same concerns with this submittal as she had with the November design. The west elevation exceeds the 50% fenestration rule and every window is ganged.  
Concerns (5:24) Whitney Gifford, Reade, Gullicksen, Hanley, & Gifford-ELP – Reiterated his points regarding the definition of a renovation versus what is happening here. Would like to see more of the original house incorporated into this design. This is closer to the harbor than any other structure; tripling the massing and doubling the height will have even more of an impact on the harbor viewshed. Reminded the commission that another structure is proposed for this property; asked the commission to keep that in mind as they review this structure.  
Oliver – She viewed this; she did not get down onto the beach. Looking at the photos of other houses makes her feel better about this overall massing. If the design is appropriate, the increase in footprint isn't an HDC purview. Appreciates removal of the transoms. The east and west elevations are appropriate for the area. The north and south elevations are still a struggle; the massing is falling short.  
Welch – Ms. Williams made some valid points about the footprint; on an average, it is less than three other structures; he doesn't have a read on the 2nd floor square footage. His primary concern is the relation of the north-south to the east-west elevations; it is almost two different structures. Some of that is mitigated by limitations of visibility as supplemented with native plants. Appreciates the changes on the east elevation. Looking at the north elevation, it is a one-block façade while the south has a sense of additive massing. Suggested a way to bring down the height of the right side of the north elevation.  
McLaughlin – The height and length fit into the area. Thinks this is ready to fly.  
Pohl – Agrees this looks like two different buildings; the east and west elevations are charming, but the north and south aren't working in its favor. The whole notion of saving the existing house and considering this as an addition is disingenuous; we are talking about the 25- to 50-foot no disturb buffers. Suggested giving up and moving this out of the 50-foot buffer and keeping the existing structure as a guest house or garage. About the exterior chimney, he would support making that gable wider and annexing the chimney into the building.  
Motion Motion to Hold for revisions. (Welch)  
Vote Carried 4-0

Certificate # 72498

13. Black, Michelle 28 Bel Point Road Rev. 721363: windows 40-44 Emeritus

Voting Pohl, McLaughlin, Oliver, Welch  
Alternates None  
Recused Watterson  
Documentation Architectural elevation plans, site plan, and photos.  
Representing Matt MacEachern, Emeritus Development – Reviewed changes made per previous concerns; transoms are remaining in the kitchen.  
Public None  
Concerns (5:56) Oliver – Her only concern is the east elevation transoms; the east elevation is the most visible and the transoms should be eliminated.  
Welch – Appreciates the changes. Agrees with Ms. Oliver.  
McLaughlin – There are multiple awning "G" windows; those should be 3-over-3 double-hung windows.  
Pohl – There is plenty of room for the "G" windows to be double hung; and agrees about removing the east elevation transoms.  
Motion Motion to Approve through staff with on the east elevation, the transoms eliminated and the "G" windows to be 3-over-3 double-hung. (Oliver)  
Vote Carried 4-0

Certificate # 72498

RECEIVED  
JUN 11 2019  
By J.H.

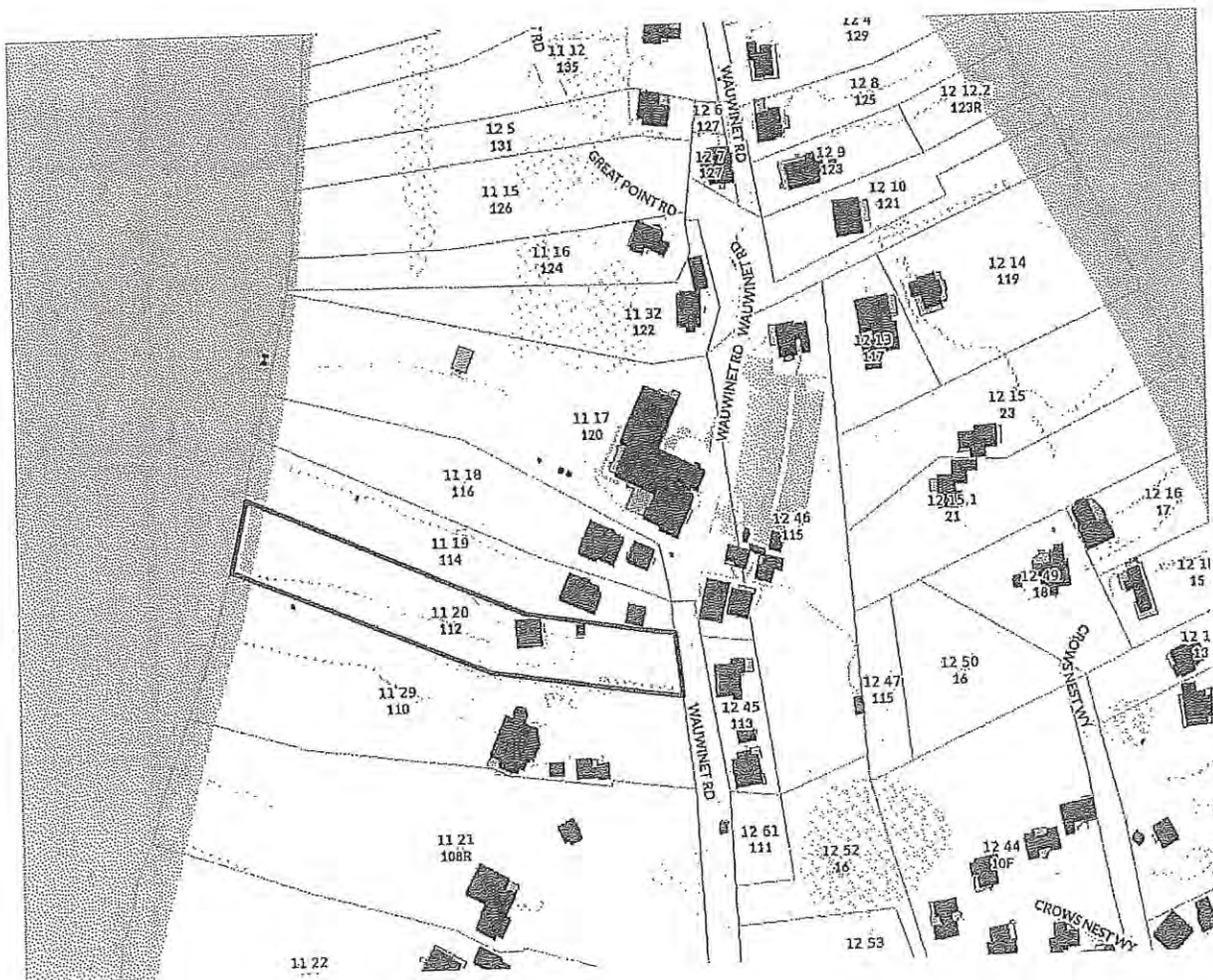
2.	205 Eel Point Trust	205 Eel Point Road			
Voting	Pohl, Coombs, McLaughlin, Camp, Oliver				
Alternates	Watterson, Dutra				
Recused	None				
Documentation	Architectural elevation plans, site plan, photos, and advisory board comments.				
Representing	<b>Michael Ouff-Weissberg</b> , Workshop APD – Presented project.				
Public	None				
Concerns (5:04)	<p><b>Oliver</b> – Concerns were brought up recently about the elevation of the main house. Based on how much of that is visible; she'd prefer to keep the approved configuration; same on the south elevation keeping it to two doors. There is so much on the site and so much glass; that needs to be mitigated. Asked for a view.</p> <p><b>McLaughlin</b> – West elevation, the fenestration exceeds 50% of the wall plain.</p> <p><b>Pohl</b> – The photos indicate the whole site is visible from the water. The east side faces the road. MAB had no concerns.</p>				
Motion	<b>Motion to View. (Camp)</b>				
Vote	Carried 5-0			Certificate #	
3.	Walker, Jon	112 Wauwinet Road	Addition	11-20	Brooks & Falotico
Voting	Pohl, Coombs, McLaughlin, Camp, Oliver				
Alternates	Watterson, Dutra				
Recused	None				
Documentation	Architectural elevation plans, site plan, photos, and correspondence.				
Representing	<b>Jay McConnell</b> , Brooks & Falotico Associates, Inc. – Presented project; limitations include the larger septic and the 50-foot buffer to the bank.				
Public	<p><b>Arthur Reade</b>, Reade, Gullicksen, Hanley, &amp; Gifford LLP, for the Arnolds at 10 Wauwinet Road – His clients' concerns are the scale and architecture, which is out of keeping with what exists. From the road, it will look like a new house that is inconsistent with the neighborhood and existing cottage. This structure fills the lot up to the 5-foot setbacks on the north and south side.</p> <p><b>Linda Williams</b>, for the Arnolds at 110 Wauwinet Road – The fenestration is chaotic and visible from the water. Right side elevation exceeds the 50% fenestration rule. North elevation creates a new main mass aside from the existing cottage. Everything here is two stories and about four times the size of the existing structure. South elevation, the secondary eave is higher than the main house eave. This is atypical for that area and should go through a complete redesign that brings the massing down to more 1-story elements. You can see through the wing with the living room.</p> <p><b>Paul Jensen</b>, for the Arnolds at 110 Wauwinet Road</p>				
Concerns (5:11)	<p><b>Pohl</b> – Read letter of concern from Janet Arnold at 110 Wauwinet Road. Asked the vintage if this house is available.</p> <p><b>Camp</b> – This proposal has nothing to do with the architectural vernacular of the area. She would like to view.</p> <p><b>Oliver</b> – Agrees with what's been said. The existing cottage should stand out to show the evolution of the structure. What's working against them is the living room wing; the eave obliterates the existing house and should be remassed. She couldn't approve this iteration. We need some history on this house.</p> <p><b>Coombs</b> – Agrees with Ms Camp; she's not in favor of this proposal. It is not in keeping with Wauwinet. Concerned that the two magnificent trees would be lost. The existing cottage should not be obliterated. Agrees about viewing.</p> <p><b>McLaughlin</b> – If we're going to view, he's going to withhold his comments. Asked for the plan to be highlighted as to what is new and what is existing.</p> <p><b>Pohl</b> – It is a tragedy to call this an addition; agrees the existing structure should be stand out. The scale of the proposed addition is so large and conspicuous and should come down dramatically.</p>				
Motion	<b>Motion to View with poles at each end and hold for revisions. (Camp)</b>				
Vote	Carried 5-0			Certificate #	
4.	Walker, Jon	112 Wauwinet Road	Garage	11-20	Brooks & Falotico
Voting	Pohl, Coombs, McLaughlin, Camp, Oliver				
Alternates	Watterson, Dutra				
Recused	None				
Documentation	Architectural elevation plans, site plan, and photos.				
Representing	<b>Jay McConnell</b> , Brooks & Falotico Associates, Inc.				
Public	<p><b>Arthur Reade</b>, Reade, Gullicksen, Hanley, &amp; Gifford LLP, for 110 Wauwinet Road</p> <p><b>Paul Jensen</b> 110 Wauwinet Road</p> <p><b>Linda Williams</b>, for 110 Wauwinet Road</p>				
Concerns (5:36)	<b>Oliver</b> – Suggested splitting the garage into two low structures.				
Motion	<b>Motion to View with one pole. (Camp)</b>				
Vote	Carried 5-0			Certificate #	

Proposed HDC Minutes for May 21, 2019

	112 Wauwinet Road	Renovation/addition	11-20	Emeritus
21. Walker, John				
Voting	Pohl, McLaughlin, Oliver, Welch, Dutra			
Alternates	None			
Recused	None			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	Matt MacEachern, Emeritus Development – Presented project; contends the architectural language of the area is not limited to single-story structures; existing building is circa 1964.			
Public	<p>Linda Williams, for 110 Wauwinet Road – “We’re not happy.” Every house out there is visible from the beach. This is chaotic and out of step with the neighborhood. There’s a lot going on that has nothing to do with the existing house and most of the houses out there are natural to weather. There’s virtually nothing left of the original house. We will create a presentation packet for the next hearing.</p> <p>Whitney Gifford, Reade, Gullicksen, Hanley, &amp; Gifford LLP, for 110 Wauwinet Road – Argues that the relative mass of the existing structure compared to the proposed “addition” doesn’t meet the definition of an addition; this is a complete demolition and rebuild built off two walls. The proposed is not in keeping with the village concept of Wauwinet. We are granting permission for the commissioners to go onto 110 Wauwinet Road to access the beach for the purposes of viewing this site.</p>			
Concerns (6:41)	<p>McLaughlin – Transoms inappropriate; needs a proper front door. Would like to view with a stake at the end of each gables.</p> <p>Welch – East and west elevations are the primary concern. Given the sensitivity of the location and structures in the area, the size, perhaps the mass, of the east elevation “the room” is out of scale with respect to the structure itself; that mass and that of the chimney should be reduced. Simplification of the primary mass could be attained through alteration of the dormers. This was on the view list, but he will view again to review the complexity of the 2<sup>nd</sup> floor. If this were a contributing structure, we would ask for a demolition plan.</p> <p>Oliver – She likes the east elevation; the main portion of this house replicates an old dune house. Agrees about the large extremity and the chimney being reduced. The south and north elevations are the anomaly. The west elevation is over fenestrated; eliminate the transoms. This needs to be simplified.</p> <p>Dutra – Agrees with much that’s been said. Would also like to view with height poles. There are some characteristics from the existing building. Agrees with reducing the west elevation fenestration. He’s okay with the size of the building.</p> <p>Pohl – The view from the beach is considered as from a public way. Agrees about the east elevation left wing and chimney being oversized and the transoms being inappropriate. The living room ridge should come down.</p>			
Motion	<p><b>Motion to View with three height poles on either side of the main-ridge gable and one at the western side of the gable end and Hold for revisions. (Oliver)</b></p>			
Vote	Carried unanimously		Certificate #	
	Break 7:05 to 7:10 p.m.			
22. Black, Michelle	28 Ecl Point Road	Rev. 72163: fenestration	40-44	Emeritus
Voting	Pohl, McLaughlin, Oliver, Welch, Dutra			
Alternates	None			
Recused	None			
Documentation	Architectural elevation plans, site plan, and photos.			
Representing	Matt MacEachern, Emeritus Development – Presented project.			
Public	None			
Concerns (7:10)	<p>Welch – The south elevation 1<sup>st</sup> floor isn’t visible and no changed proposed to the 2<sup>nd</sup> floor; no concerns. East elevation, the transoms over the double-hung windows and the doors very odd as well as the change in the dormer fenestration; he’s trying to understand the visibility. West elevation, the transom over the door.</p> <p>Oliver – The east elevation is the most visible. Agrees with Mr. Welch. Suggested eliminating the transoms. This house is very prominent in every direction and the transoms detract from a beautiful design.</p> <p>Dutra – Agrees with what’s been said.</p> <p>McLaughlin – North elevation, the main door should be a six-panel. Eliminate all the transoms.</p> <p>Pohl – Suggested the bottom section of the roof is almost mansard steep; if you push the dormer face wall in by 6 inches, you lose almost all of the shingle courses; the roof will cover most it.</p>			
Motion	<p><b>Motion to Hold for revisions. (Welch)</b></p>			
Vote	Carried unanimously		Certificate #	

# Walker Residence

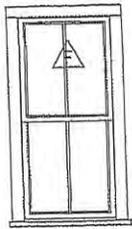
112 Wauwinet Rd  
Nantucket, MA 02554



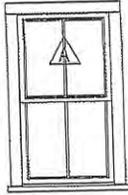
ALK



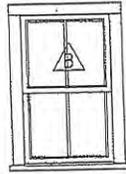
Locus Map  
Not to Scale



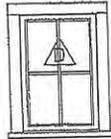
Double Hung  
2/2 SDL



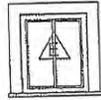
Double Hung  
2/2 SDL



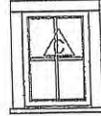
Double Hung  
2/2 SDL



Fixed  
4 Lite SDL



Fixed  
4 Lite SDL

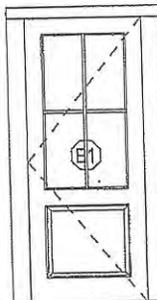


Fixed  
4 Lite SDL

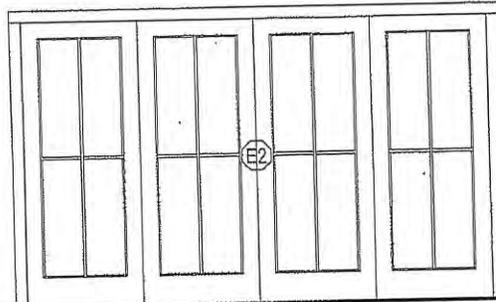
## Window Legend

1/4" = 1'-0"

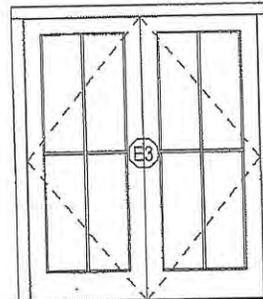
WINDOW SCHEDULE				
WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
A	29	2'-7"	4'-7"	≥ 30
B	10	2'-6"	4'-0"	≥ 30
E	4	1'-11"	2'-2"	≥ 30
F	6	2'-7"	5'-5"	≥ 30
H	3	1'-11"	2'-2"	≥ 30



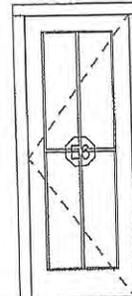
Front Door  
1 Panel + 4 Lite SDL



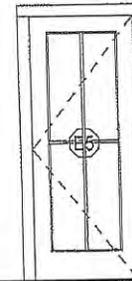
French Door  
(4) 4 Lite SDL



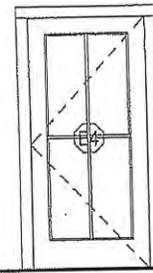
Double French Door  
(2) 4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL

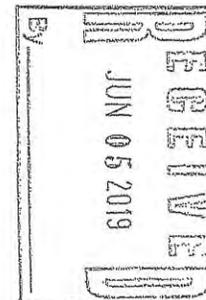


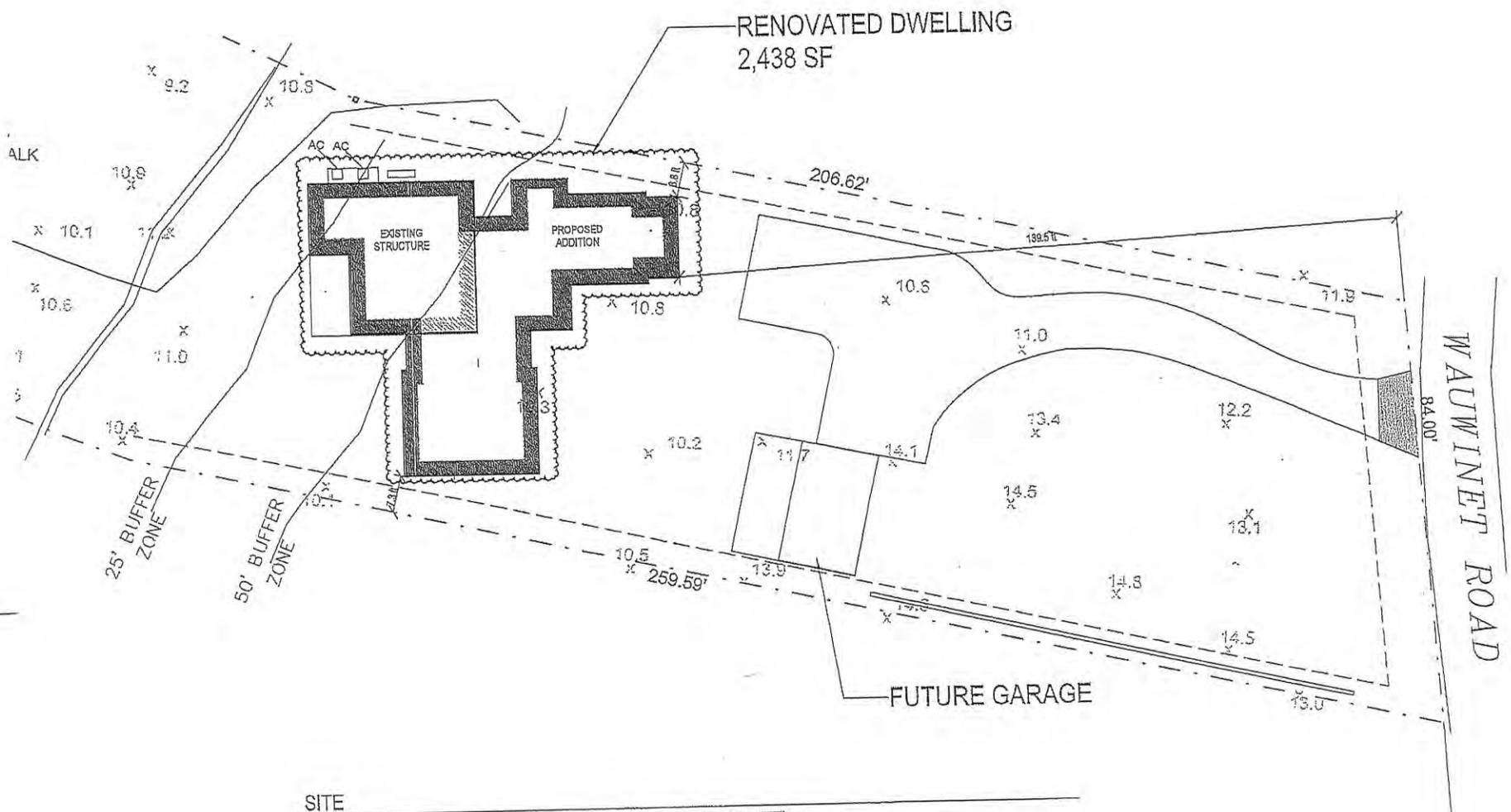
French Door  
4 Lite SDL

## Door Legend

1/4" = 1'-0"

EXTERIOR DOOR SCHEDULE				
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
E1	1	3'-0"	7'-6"	≥ 30
E2	2	12'-0"	7'-6"	≥ 30
E3	3	6'-0"	7'-6"	≥ 30
E6	1	2'-8"	7'-6"	≥ 30
E9	1	2'-8"	7'-4"	≥ 30
E10	1	3'-0"	7'-6"	≥ 30

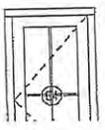


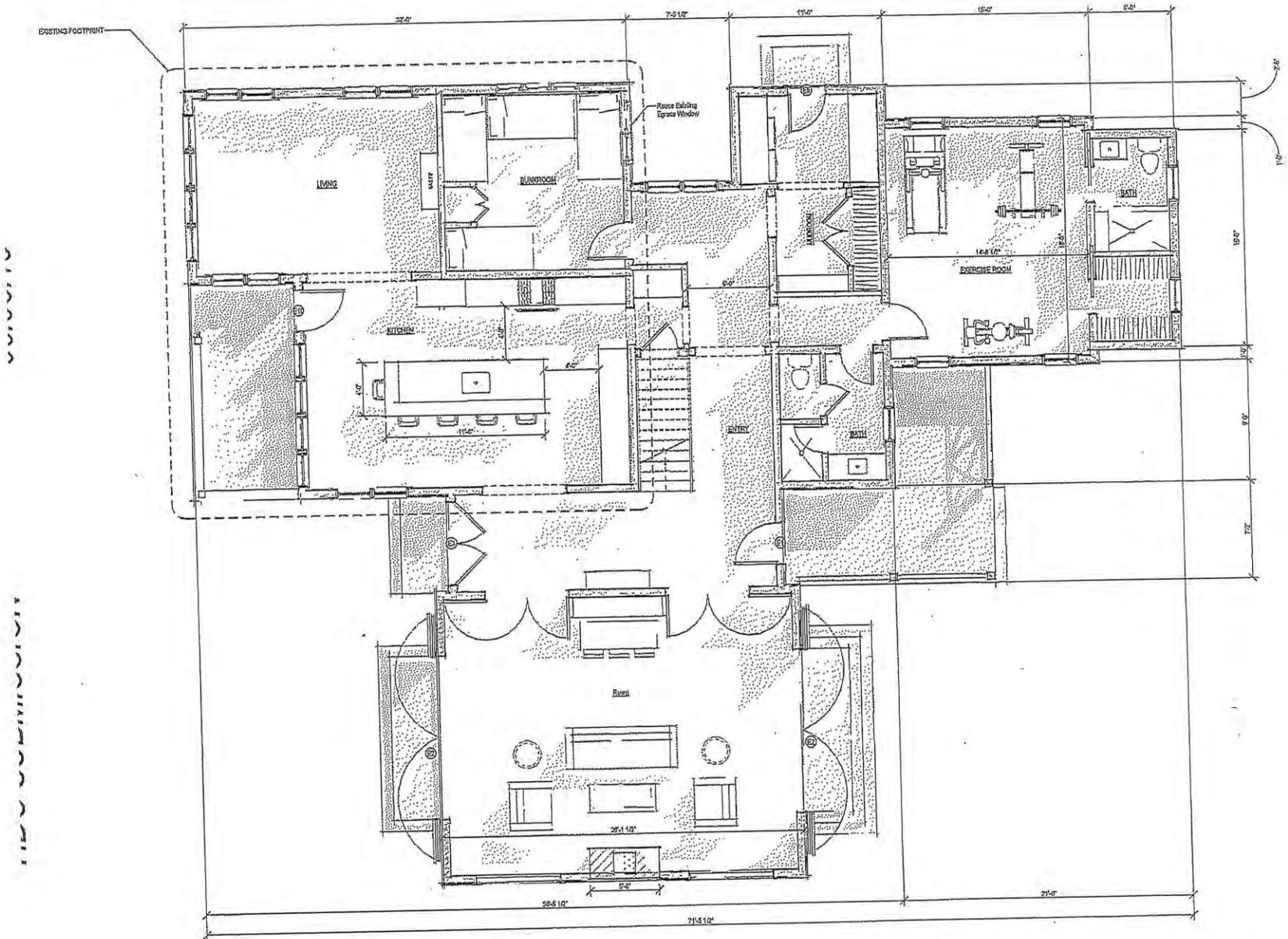


SITE  
 1/16" = 1'-0"

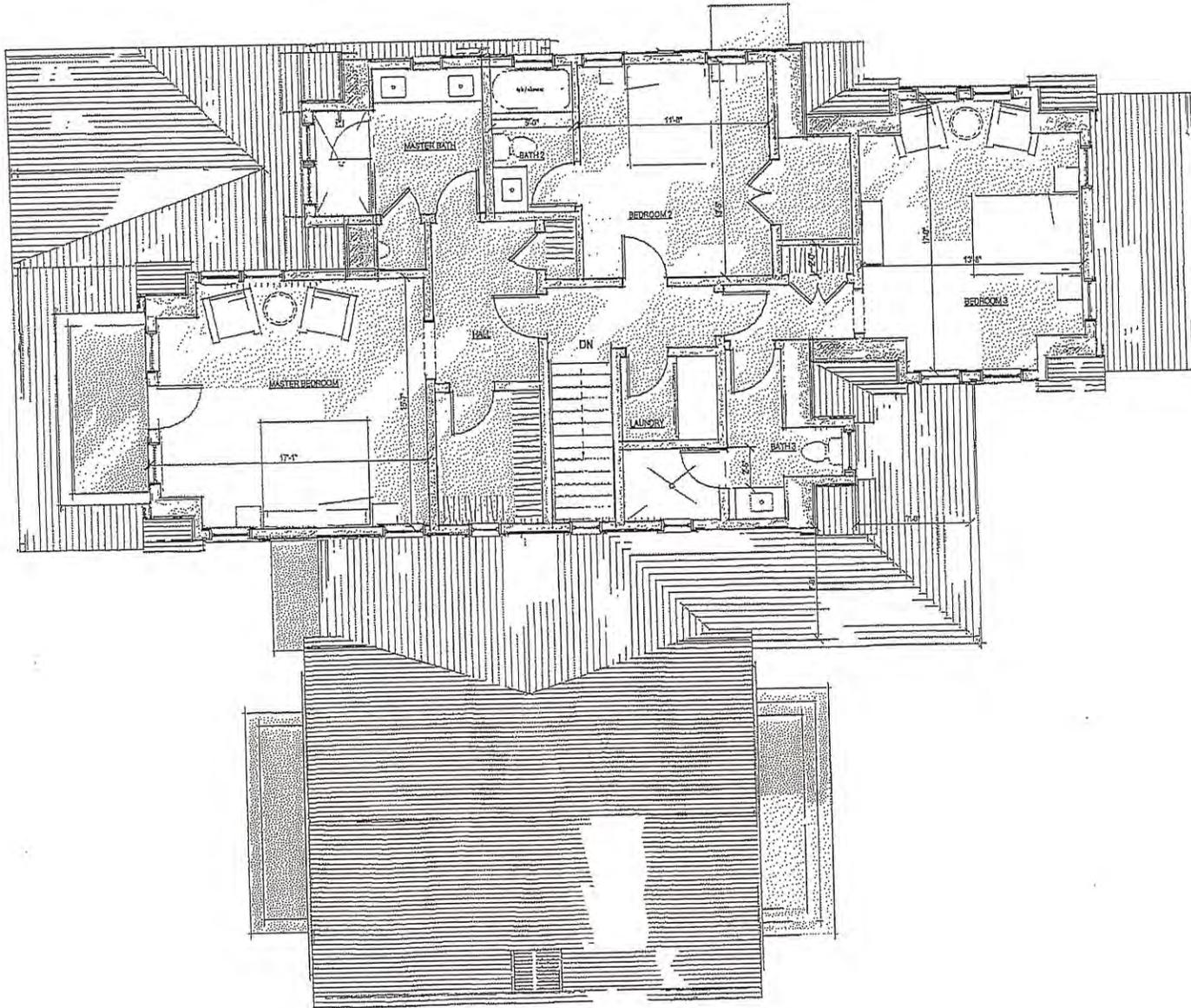
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 JUN 05 2019

WAUWINET ROAD





1 First Floor Plan  
1/4" = 1'-0"



1 Second Floor Plan  
1/4" = 1'-0"

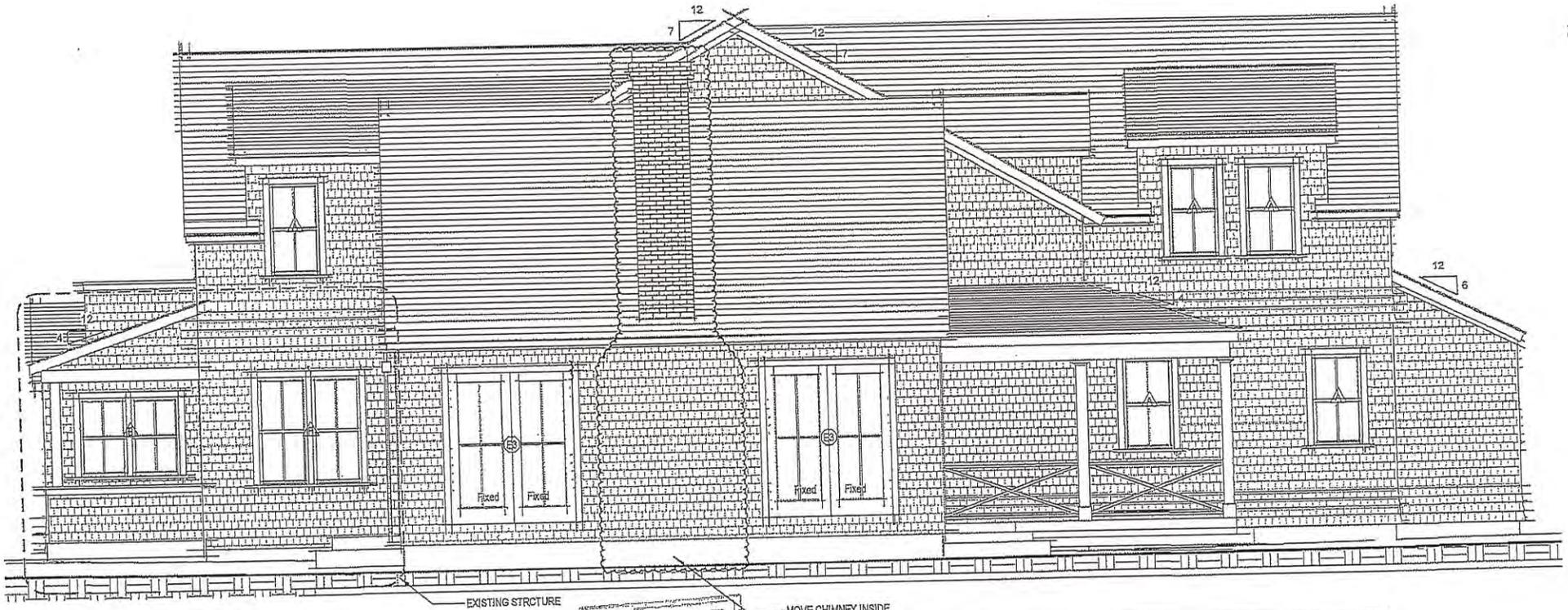
PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud

EXISTING CONDITIONS NOTED



1 East Elevation  
 1/4" = 1'-0"

RECEIVED  
 JUN 05 2019



2 South Elevation  
 1/4" = 1'-0"

EXISTING STRUCTURE

MOVE CHIMNEY INSIDE

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 JUN 05 2019



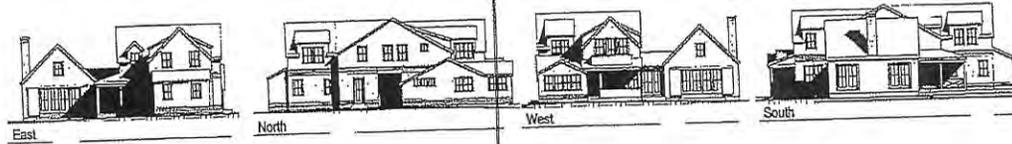
1 West Elevation  
 1/4" = 1'-0"

RECEIVED  
 JUN 05 2019



# Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554



**1853**  
Walker Residence  
112 Wauwinet Rd  
Nantucket, MA 02554



Cover Sheet

Site Information

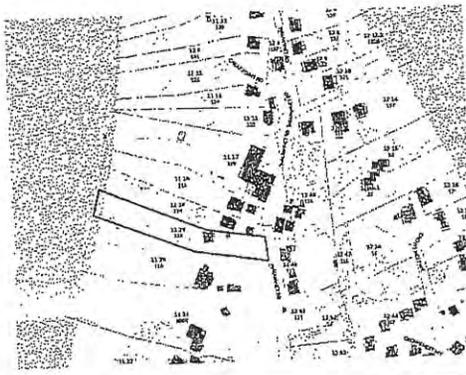
Lot Area: 11,730 SF  
 Total Area: 11,730 SF  
 Existing Structure: 2,438 SF  
 Proposed Structure: 2,438 SF  
 Total Proposed Structure: 4,876 SF

Information for the site plan was taken from the 1997 Aerial Photo of 01.10. This drawing does not constitute a legal survey. All measurements should be verified by a Registered Land Surveyor prior to any construction.

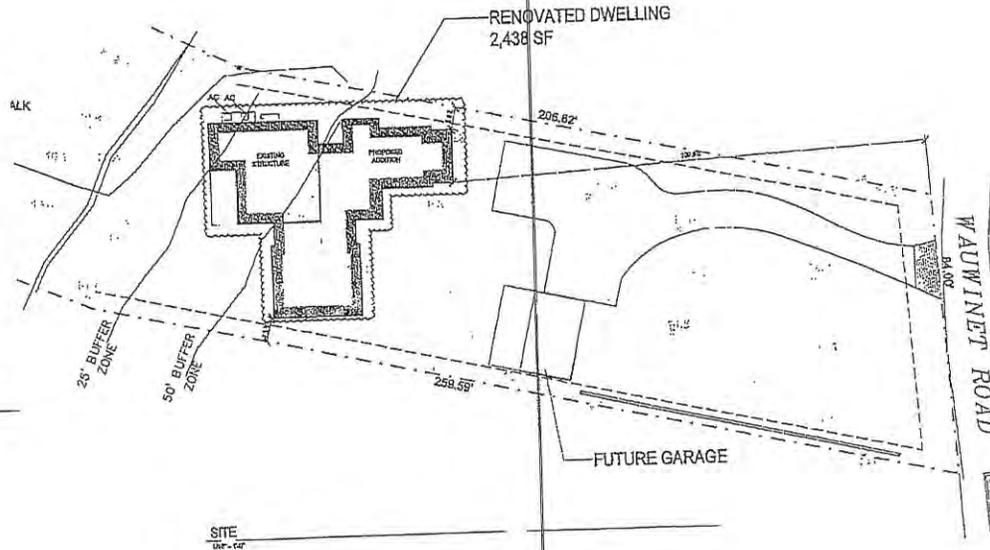
SHEET INDEX

- G.1.1 Cover Sheet
- A.1.1 First Floor Plan
- A.2.1 Second Floor Plan
- A.3.1 Exterior Elevations
- A.3.2 Interior Elevations

06.06.19



Locus Map

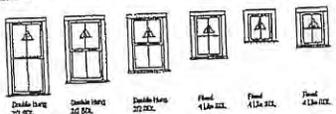


SITE  
04'-00"

WAUWINET ROAD

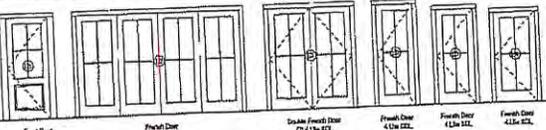


HDC SUBMISSION



Window Legend  
14' x 10'

WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	SPACING
1	2	2'-0"	3'-0"	3'-0"
2	1	2'-0"	3'-0"	3'-0"
3	4	4'-1/2"	3'-0"	3'-0"
4	2	2'-0"	3'-0"	3'-0"
5	2	4'-1/2"	3'-0"	3'-0"



Door Legend  
14' x 10'

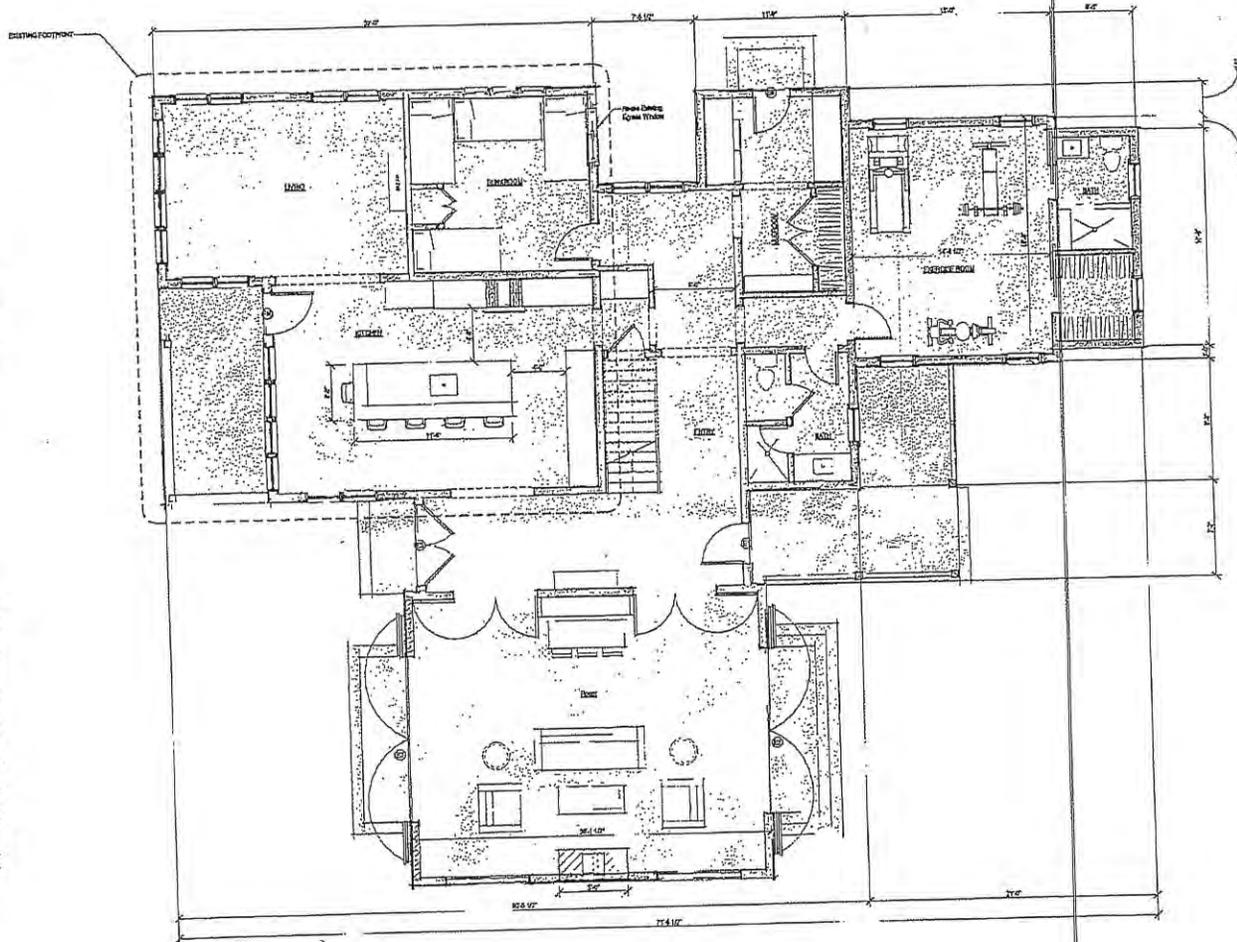
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	SPACING
1	1	4'-1/2"	3'-0"	3'-0"
2	2	4'-1/2"	3'-0"	3'-0"
3	2	4'-1/2"	3'-0"	3'-0"
4	1	4'-1/2"	3'-0"	3'-0"
5	1	4'-1/2"	3'-0"	3'-0"

Revisions  
Revision 1 Date 1

**G.1.1**  
**1853**

06.06.19

HDC SUBMISSION



1 First Floor Plan



Existing Floor Plan

1853

Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554



First Floor Plan

Site Information

Max Elevation	11.00'
Overall Elevation	6.11'
Minimum Elevation	2.00'
Final Elevation	10.00'
Grade/Level Difference	8.00'
Lot Area	36,000 SF
Lot Area (Acres)	0.820 AC
Proposed G.C.	10,000 SF
Existing G.C.	8,000 SF
Proposed G.C.	2,000 SF
Total Proposed G.C.	10,000 SF

Information for this plan was taken from the historical G.C. The actual site and adjacent lot information should be verified by a Registered Land Surveyor prior to construction.

SHEET INDEX

- A.1.1 Cover Sheet
- A.1.2 First Floor Plan
- A.1.3 Second Floor Plan
- A.1.4 Exterior Elevations
- A.1.5 Site Plan

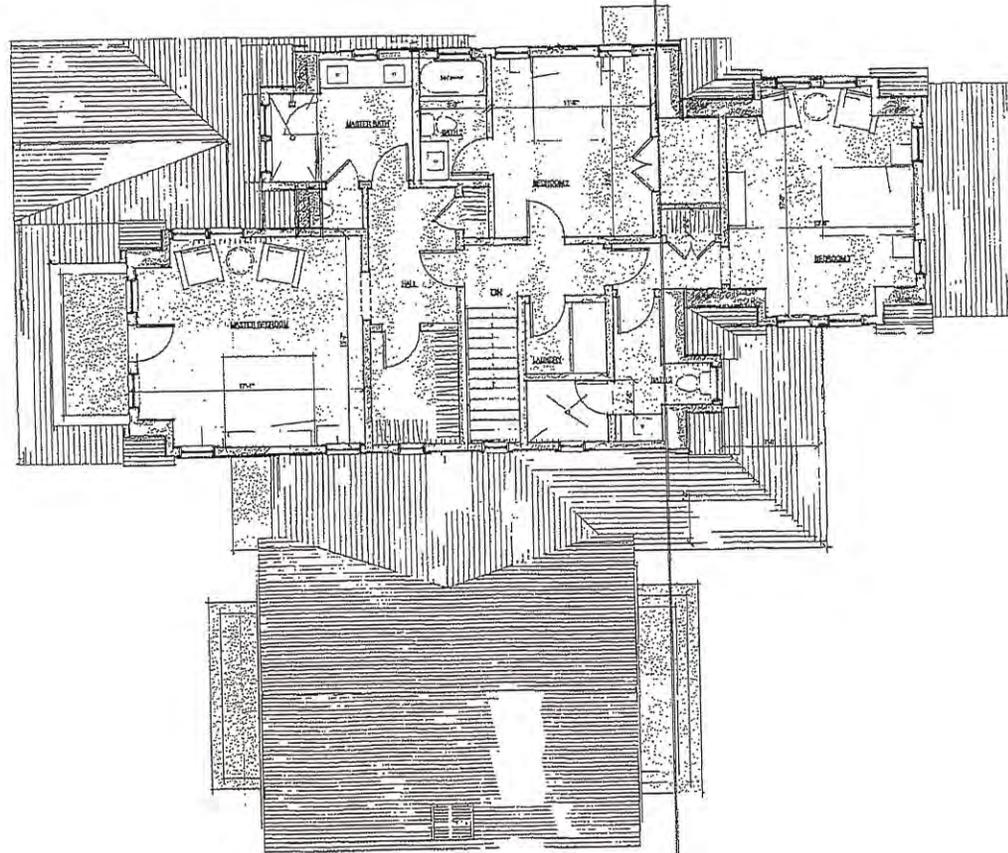
Revisions

THIS DRAWING AND THE ARCHITECT'S SEAL ARE THE PROPERTY OF EMERITUS ARCHITECTURE. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF EMERITUS ARCHITECTURE.

**A.1.1**  
**1853**

06.06.19

HDC SUBMISSION



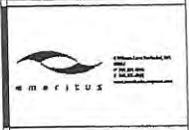
1 Second Floor Plan  
1/8" = 1'-0"

**PARTITION LEGEND**


**EXISTING CONDITIONS NOTES:**

- Plan Dimensions and Building Footprints in Existing/Dimension Plans are Based on Field Measurements Provided by Architect and Surveyor. Contractor to Verify Accuracy Immediately of Any Later Discovery (Discovered Between the Drawings and the Actual Existing Conditions, Especially Where Concerning the Existing Foundation and Structure.
- Existing Framing Sizes and Span Directions to be Verified by Contractor Prior to Beginning Construction. Architect to Provide Instructions Regarding Partial Exploratory Demolition.

**1853**  
Walker Residence  
112 Wauwinet Rd  
Nantucket, MA 02554



**Second Floor Plan**

**Site Information**

Map # Parcel:	11128
Class/Code:	R-1
Lot Area (Acres):	50.71
Front Setback:	19.77
Side/Rear Setback:	5.77
Lot Area:	34,000 SF
Max Lot Area:	3,500 SF
Allowed G.C.:	19,960 SF
Existing G.C.:	244 SF
Proposed G.C.:	2,000 SF
Total Proposed G.C.:	2,244 SF

Information for this sheet was taken from the Historical GIS. The drawing does not constitute a field survey. All new work should be verified by a Registered Land Surveyor prior to any construction.

**SHEET INDEX**

C.1:	Owner Sheet
A.1:	First Floor Plan
A.1.2:	Second Floor Plan
A.2:	Exterior Elevations
A.2.2:	Exterior Details

Revisions

**A.1.2**  
**1853**

**1853**  
Walker Residence

112 Wauwinnet Rd  
Nantucket, MA 02554



Exterior Elevations

Site Information

Site Area:	1.17 AC
Current Zoning:	R-1
Maximum Building Footprint:	12,877 SF
Final Setback:	19 FT
Final Floor:	1.7 FT
Lot Area:	50,000 SF
Min. Lot Area:	2,000 SF
Minimum G.C.C.:	10,000 SF
Existing G.C.C.:	8,645 SF
Proposed G.C.C.:	2,454 SF
Final Proposed G.C.C.:	2,454 SF

Remember for the site plan use the same scale as the site plan. The existing site plan and setbacks are indicated. All new work shall be indicated by a dashed line. Surveyor notes to add during construction.

SHEET INDEX

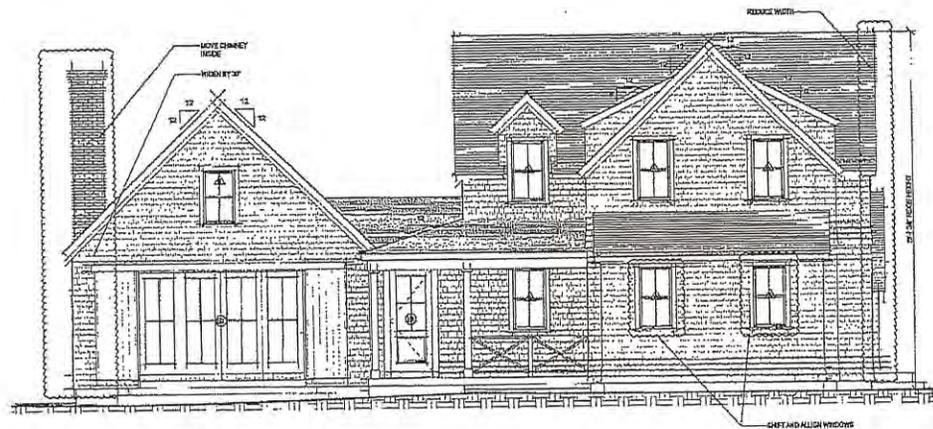
- A.1.1 General Elevation
- A.1.2 First Floor Plan
- A.1.3 Second Floor Plan
- A.2.1 Exterior Elevations
- A.2.2 Exterior Elevation

Revisions  
Revision 1

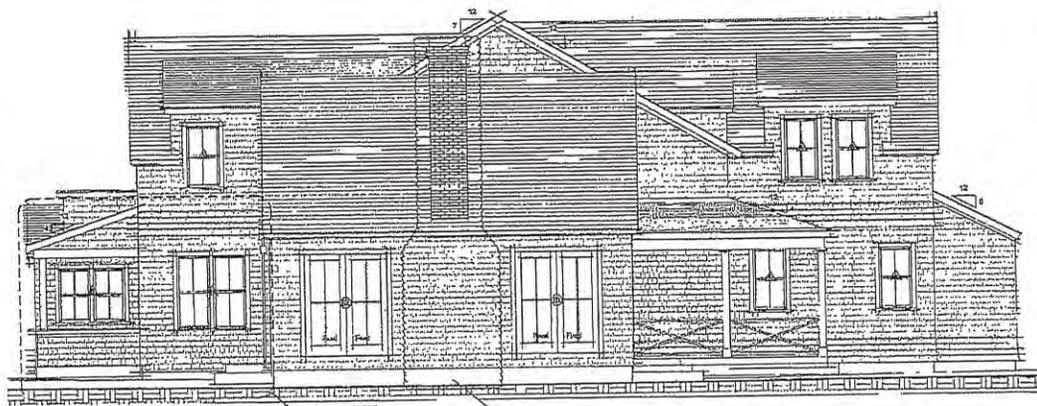
DAO 1

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**A.2.1**  
**1853**



1 East Elevation  
14' - 0"



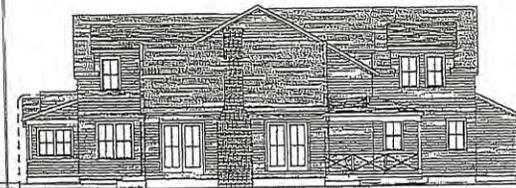
2 South Elevation  
14' - 0"



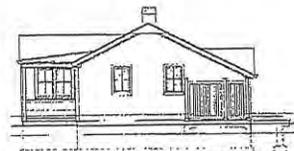
Prev HDC East Elevation  
14' - 0"



Existing East El.



Prev HDC South Elevation  
14' - 0"



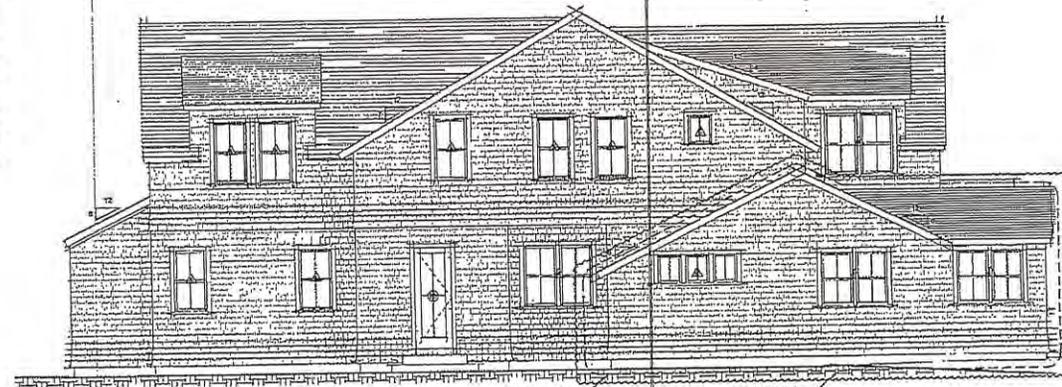
Existing South El.

06.06.19

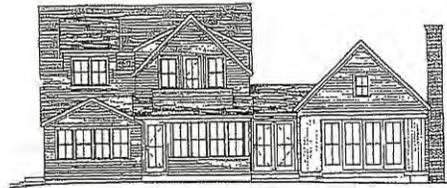
HDC SUBMISSION



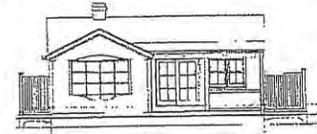
1 West Elevation  
1/4" = 1'-0"



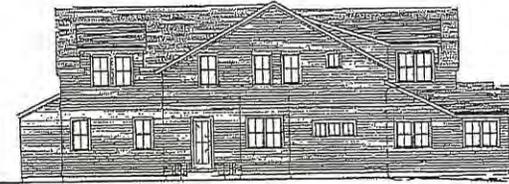
2 North Elevation  
1/4" = 1'-0"



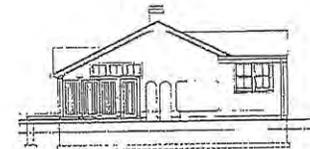
Prev HDC West Elevation  
1/4" = 1'-0"



Existing West El.



Prev HDC North Elevation  
1/4" = 1'-0"



Existing North El.



1853

Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554



Exterior Elevations

Site Information

Day & Panel	11/25
Client/Owner	MA
Initial/Prop High	19/27
Prop/Architect	19/27
Structure/Code	2/17
Lot Area	31,500 SF
MA, LA, PA	5,000 SF
Shaded/CLC	13,200 SF
Shaded/CLC	144 SF
Proposed/CLC	2,000 SF
Total/Proposed/CLC	2,000 SF

Information for this site plan was taken from the Nantucket, D.D.C. The attorney does not warrant its accuracy or validity. All site work should be verified by a registered land surveyor prior to and during construction.

SHEET INDEX

- A.1.0 Cover Sheet
- A.1.1 First Floor Plan
- A.1.2 Second Floor Plan
- A.1.3 Details Schedule
- A.1.4 Exterior Elevations

Revisions  
Revision 1

Draw 1

Project Information and for Website  
 Project: 1853 Walker Residence  
 Date: 06/06/19  
 Architect: M. J. C. Architects  
 112 Wauwinet Rd  
 Nantucket, MA 02554  
 Phone: 508-558-1122  
 Email: info@mjca.com

A.2.2  
1853



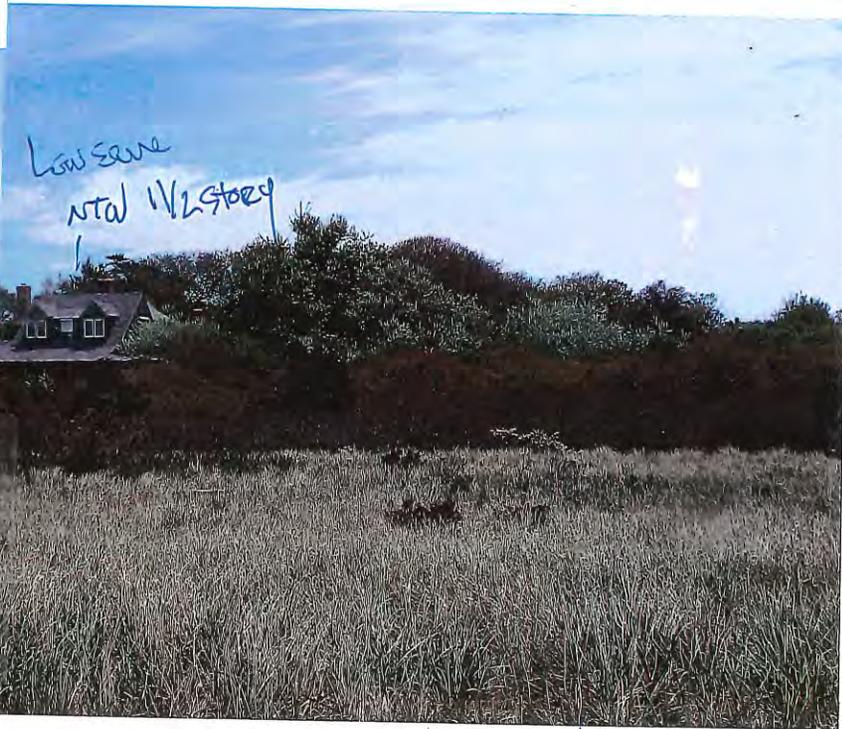


Low Eaves →

NTW

1-STORY

1-STORY



WEST ELEVATION - FROM BEACH



1 1/2-story  
LOWEaves

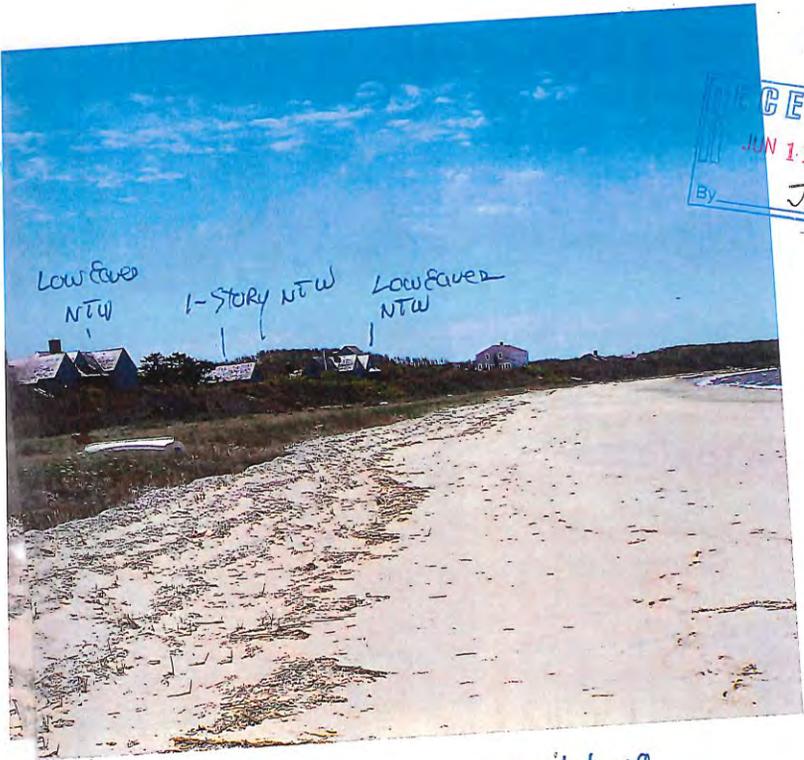
LOWEaves  
NTW

1 STORY NTW

1 STORY

1-STORY NTW

RECEIVED  
JUN 1 1 2019  
By J.H.



Submitted 6/11/2019  
by LINDA WILLIAMS



NEIGHBOR TO SOUTH-BUTTER - 112 WR.  
VIEW FROM WAUWINET ROAD



ABUTTER TO NORTH



ACROSS STREET FROM SITE



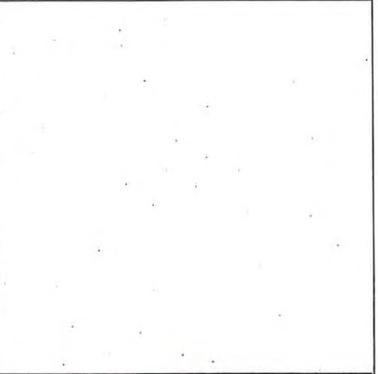
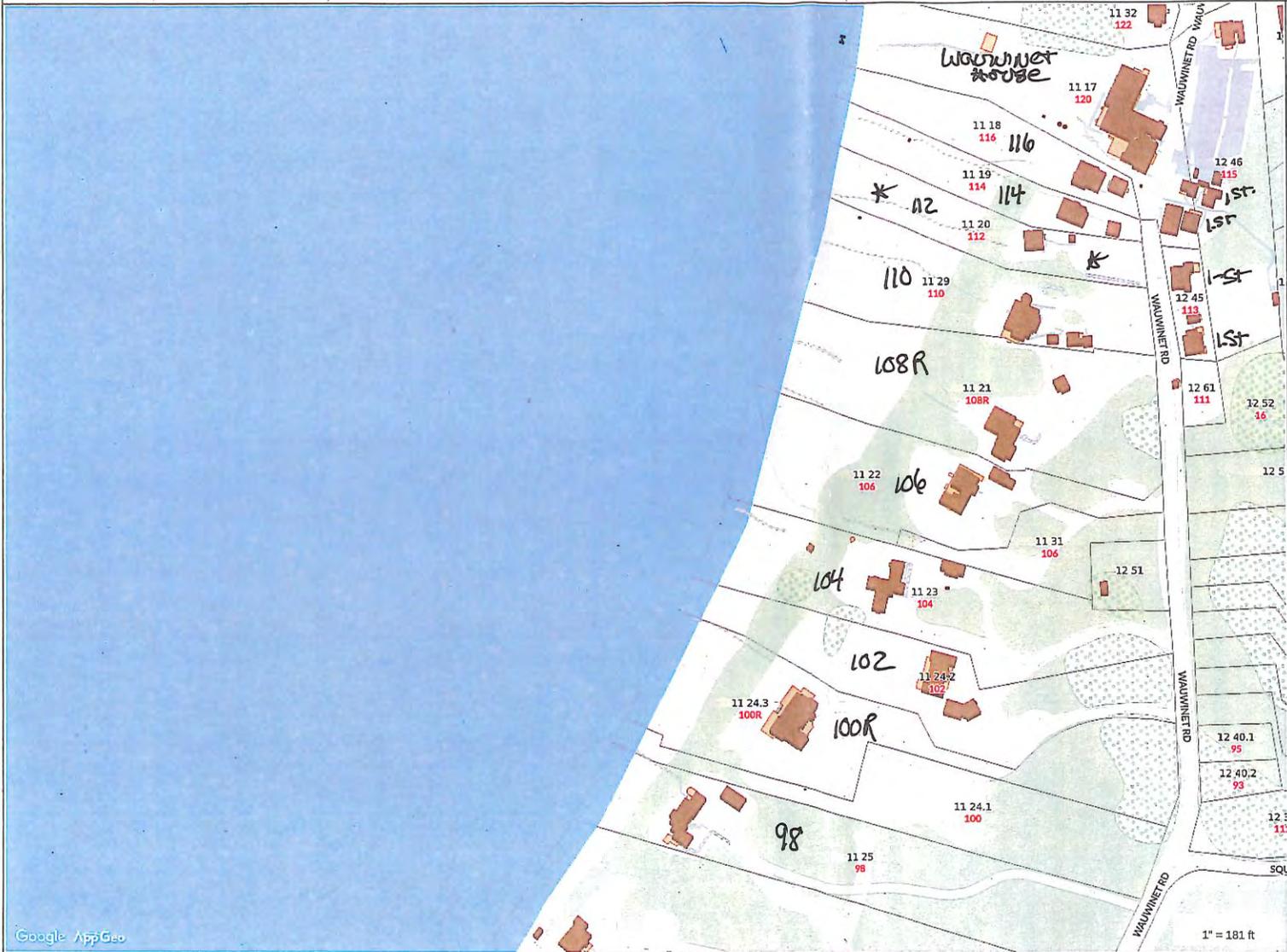
ABUTTER ACROSS STREET



A BUTTER ACROSS STREET



ABOTTERS

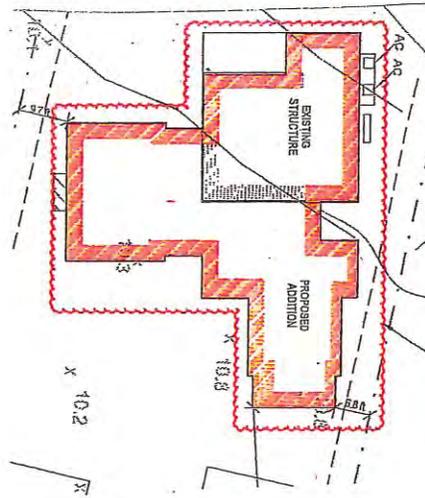
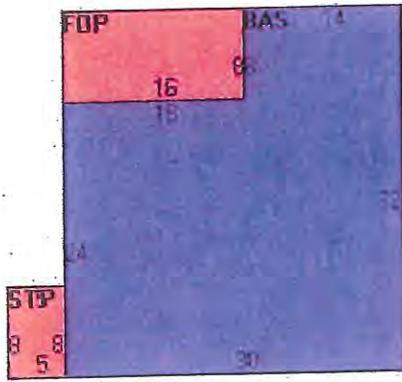


**MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT**

Town and County of Nantucket, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 11/13/2018  
Data updated 11/19/2018

## 112 WAUWINET ROAD



### EXISTING: ONE-STORY

BAS	First Floor	832	832
FOP	Porch, Open, Finished	128	0
STP	Stoop	40	0
		1,000	832

### NEW: TWO-STORY 27 FEET ± TALL

BASE FIRST FLOOR 2,370

THE ELEVATION SHEETS STATE THAT THE GROUNDCOVER TOTAL WOULD BE

2,370 SF. THE APPLICATION STATES THAT THE GROUNDCOVER WOULD BE 1,560 SF

Which is it? In addition, either way, the groundcover is either doubling or tripling in size of the original structure. There is also a doubling of the massing as it is going from a one-story structure to a two-story structure with almost the same square footage due to multiple flush dormers masquerading the expansive second-floor massing.

- Our clients do not have an issue with an expansion of the structure, but an appropriate expansion. This is completely outside the scope of what is appropriate in the context and the impact on the view from the beach and the water. On this particular lot, the view from the road would be altered incredibly.
- The large 4 ft French doors with transoms are inappropriate, particularly ganged.
- The 12 pitch is not appropriate. Do not be fooled by dormers. They are all flush and the eaves are high. Other structures with second floor space use setback dormers and lower eaves, not to mention NTW details.
- Exterior chimney hanging off the end is not appropriate. It appears to be a single flue and oversized for that.
- South and North is set up to give the impression that it is a very long ridge. What is the distance front to back?
- There is no additive massing whatsoever. The original structure should be maintained on the bluff and any additive massing out the back away from the bluff.
- South elevation is visible and has oversized inappropriate windows with transoms making them even more modern and out of scale.
- West elevation facing the water is completely inappropriate. All windows are ganged, doors and transoms
- Dormers have too much space above them. There is not one structure on the bluff that has that much glass, that close to the beach and water in that area the entire length from the sand access to Great Point to Pocomo. This would create something out of character with the entire Wauwinet area.
- North elevation shows that all windows in the "original" section are ganged around the three sides. Chaotic fenestration. Again the ridge seems to be continuous.
- Chaotic pitches, 12/12, 7/12(north), which is flatter than normally approved by the HDC in my 20 years there, min usually 8/12. Pitches are usually not mixed. Makes north look very wide and flat and out of proportion. A lot of camouflaging going on here. And there is a dormer dying into another gable which we did not usually approve. Again the dormer windows should be banded up to the trim. One big slab.

- The only thing changed from the last meeting was the sunroom addition by lowering the height due to the quick turn-around from Tuesday to Wednesday.
- The existing one-story part is still obliterated as was the concern in the previous application.
- The footprint is expanding from a simple square, low on the bluff, to a complicated footprint with jogs and over fenestrated with several ganged windows.
- As evidenced by the GIS map, the existing structure is closer to the bluff than other structures and thus an expansion of this magnitude would cause an extreme impact on the bluff.
- The structure to the north is a single story with natural trim.
- The structure to the south has multiple single-story elements and a smaller center 1 ½ story mass. The ancillary structure on this lot is single-story.
- Other structures along the bluff up to the entrance to the sand to the north and down to just short of the bend to Pocomo are for the most part natural to weather trim and have smaller central simple masses and one-story elements.

116 WAUWINET ROAD

BRUCE BENEDICT ADDED THAT PORCH A LONG TIME AGO TO A HOUSE THAT WAS BUILT IN 1945. IT IS SET BACK FARTHER THAN THE SUBJECT HOUSE AND HAS A FOOTPRINT OF 1,050 SF



114 WAUWINET RD - BUILT 1930 – ADDITIVE LOW MASSING OVER TIME – 1,033 SF



110 WAUWINET ROAD – 1890 – ADDITIVE ONE-STORY MASSING OVER TIME



108R WAUWINET RD – 1890 – ADDITIVE MASSING OVER TIME, CANNOT BE SEEN FROM THE ROAD AND ONLY MINIMALLY FROM THE BEACH/WATER



*\* CLOSER TO WATER AND HIGHER*

106 WAUWINET RD – 1940 – ADDITIVE MASSING OVER TIME – NOT VISIBLE FROM THE ROAD – NTW TRIM, ONE-STORY ELEMENTS



*HT. comparable*

104 WAUWINET RD – 1960 – PERHAPS MOST UNIQUE STRUCTURE LEFT, MOSTLY ONE-STORY - ONE ADDED LOFT SECTION – NOT VISIBLE FROM THE ROAD



102 WAUWINET ROAD – 1965 – ADDITIVE MASSING OVER TIME – ONE-STORY NOT VISIBLE FROM ROAD - MINIMALLY VISIBLE FROM THE BEACH/WATER



100R WAUWINET ROAD – 1990 – NEWEST HOUSE ON THE BLUFF – NTW TRIM DETAILS – NOT VISIBLE FROM THE ROAD – LOW EAVES, FEW DORMERS BUT THEY ARE SET BACK – SAME FAMILY AS 102 WAUWINET ROAD



98 WAUWINET ROAD – 1978 – ADDITIVE MASSING OVER TIME – NTW TRIM DETAILS, NOT VISIBLE FROM THE ROAD – SMALLER VISIBILITY FROM THE BEACH/WATER – LOW EAVES, NO DORMERS ON EAST – ADDED SLEEPING LOFT



- Much larger  
AND higher  
- closer to  
water

94 WAUWINET ROAD – 1953- THE BACKUS FAMILY THAT OWNED A LOT OF WAUWINET INCLUDING THE WAUWINET HOUSE – IS NOT VISIBLE FROM THE ROAD – IS VISIBLE FROM BEACH/WATER A GREAT DISTANCE FROM SUBJECT SITE



TOWER +  
FULL  
TWO  
STORY



2384  
513

RECEIVED  
JUN 1-1 2019  
By \_\_\_\_\_



OLD

Proposed HDC Minutes for June 11, 2019

13. 48 Walsh Street Trust 48 Walsh Street Deck/patio revisions 29-101 Robert Newman

Voting Pohl, Coombs, McLaughlin, Oliver, Welch
Alternates None
Recused None
Documentation Architectural elevation plans, site plan, photos, and advisory board comments.
Representing Robert Newman, Sandcastle Construction Inc. - Reviewed changes made per previous concerns.
Public None
Concerns (6:40) Oliver - He did what we asked.
No concerns.



Motion Motion to Approve. (McLaughlin)
Vote Carried 5-0 Certificate # 72568
Break 6:37 to 6:48 p.m.

14. Walker, Jon 112 Wauwinet Road Reno/addition 11/20 Emeritus

Voting Pohl, McLaughlin, Oliver, Welch
Alternates None
Recused None
Documentation Architectural elevation plans, site plan, and photos.
Representing Matt MacEachern, Emeritus Development - Reviewed changes made per previous concerns; feels it is in context with the neighborhood and that the footprint is in keeping with the neighborhood.

Public Linda Williams, for 110 Wauwinet Road - Referred to concerns expressed in the November discussion on the previous submission. Visually this is massive and quadruples the size of the structure on the bluff. The near two stories of flush dormers and high eaves will change the nature of the bluff and it should not be white. North elevation, the tall gable should not be 7/12 pitch. West elevation, the 1st floor is over fenestrated, and everything is ganged. The addition should be moved farther back; the original structure should be what is seen on the bluff. There is no typical additive massing. Contends this is a demolition of the original structure.

Gale Arnold, 110 Wauwinet Road - She's lived here since 1963. This is not in character with anything around it; all other structures are cottages.

Nicholas Brown, Pierce Atwood, for 110 Wauwinet Road - Reiterated Ms. Arnold's objections; this is tantamount to a rebuild not in keeping with the neighborhood. The large scale is inappropriate due to its proximity to the water; the house has nearly doubled in size. Asked for further revisions. The proposed structure fills the lot as no other structure does.

Arthur Reade, Reade, Gullicksen, Hanley, & Gifford LLP, for 110 Wauwinet Road
Concerns (6:48) McLaughlin - Agrees with incorporating the existing. The 7/12 pitch is the minimum allowed. A large number of houses in the area are over 24 feet tall. The west elevation has 9 doors. Feels this is a fine design that fits the neighborhood.

Welch - Clarified we are reviewing a new application. With respect to the demo of the original, two full sides and a partial 3rd side are remaining; we are looking at an addition. He took a look at these from the water; he has trouble reconciling what he saw with what's been said on the record. He didn't see an architectural vernacular for the area. Looking at the locus plan, the existing sits 10 feet closer to the bluff than the neighbors; the rest of the mass is behind that. Suggested the applicant address the issue by documenting the dimensions of some of the other homes and provide those to the Board. The applicant should provide an inlay relative to the homes to the left and right as seen from the water. The square footage should be documented for the record; he's not concerned about that because this is smaller by 1/3 than 108R and slightly smaller than 110 and slightly larger than 106. North elevation changes are very helpful. His main concern, there is a disconnect among the roof pitches; to the extent possible, that should be reconciled. The size of the mass of the great room relative to the east elevation 1.5-story gable; the history could be this was once a garage, but it should look like a filled-in garage. The design itself should relate more to the existing structure; it is appropriate for many locations on Nantucket. Supports the chairman's comments.

Pohl - The roof pitches, there actually is a single-story mass but it has a 12/12 pitch roof, which doesn't help. The 7/12 pitch won't be fully visible from the beach or the road and keeps that section low. The 12/12 paints this style as somewhat cottage Victorian; suggested investigating roofs at less than 12/12 so this is actually 1.5 stories. The door/window element on the west elevation is a lot of glass that doesn't need to be there and reads as contemporary; suggested regular windows flanking the doors. The idea here is to minimize the visual impact of this building; if it doesn't move back, it should go to grey or natural to weather, anything other than white. A panorama of this and the two houses to the north and to the south would be helpful.

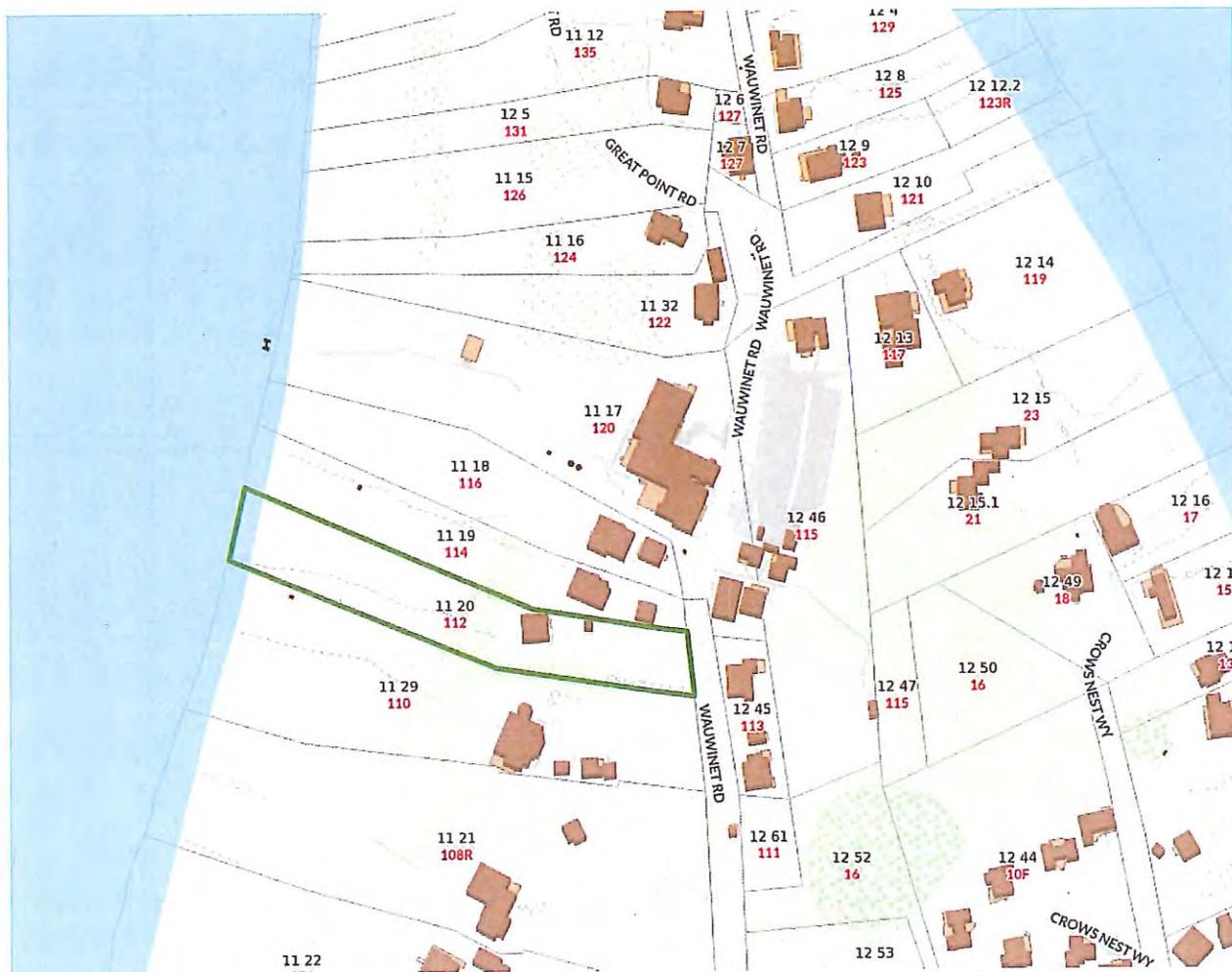
Oliver - Mr. Pohl touched on a lot of her notes. There are so many different style houses in the area that there is no single vernacular. They are all as high if not higher and everyone has windows and doors facing the water. The houses closer to the water might be less upsetting since they aren't visible from the road. Found a drone photo of the area; there is a lot of vegetation that losing it might be some concern. Another concern might be it's moving closer to the neighbor on the south. Agrees about dropping the roof pitch. Her concern is the see-through effect of the great room with four doors on the front and on the back; would like to see windows on one side. Asked if the original house is historic. (No) NHA photos show a large structure next door that was tall. West elevation, the connector doors should be a door and window; separate the windows in the dining area. Agrees with what's been said. Agrees no white.

Motion Motion to Hold for revisions. (Welch)
Vote Carried 4-0 Certificate #

# Walker Residence

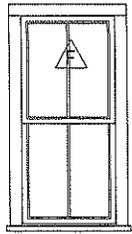
112 Wauwinet Rd

Nantucket, MA 02554

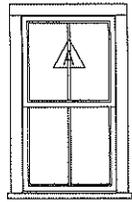


ALK

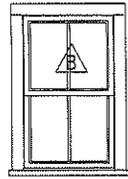
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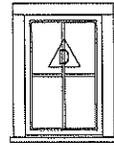
Double Hung  
2/2 SDL



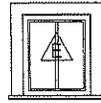
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2/2 SDL



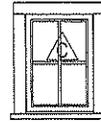
Double Hung  
2/2 SDL



Fixed  
4 Lite SDL



Fixed  
4 Lite SDL

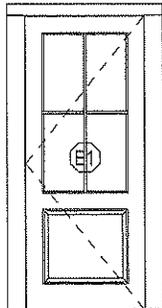


Fixed  
4 Lite SDL

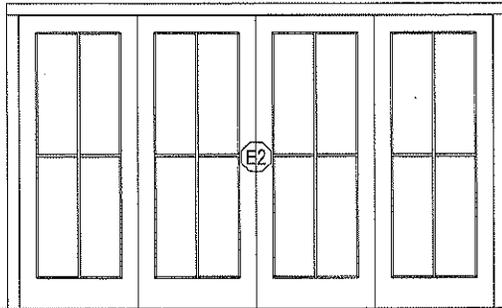
## Window Legend

1/4" = 1'-0"

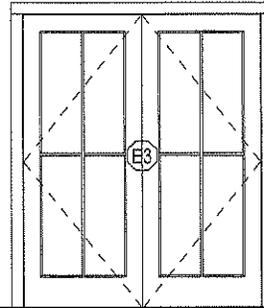
WINDOW SCHEDULE				
WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
A	29	2'-7"	4'-7"	≥ 30
B	8	2'-6"	4'-0"	≥ 30
D	2	2'-2"	3'-2"	≥ 30
E	4	1'-11"	2'-2"	≥ 30
F	6	2'-7"	5'-5"	≥ 30
H	3	1'-11"	2'-2"	≥ 30



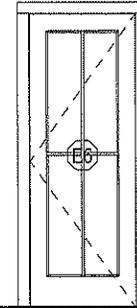
Front Door  
1 Panel + 4 Lite SDL



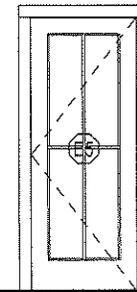
French Door  
(4) 4 Lite SDL



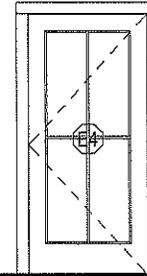
Double French Door  
(2) 4 Lite SDL



French Door  
4 Lite SDL



French Door  
4 Lite SDL



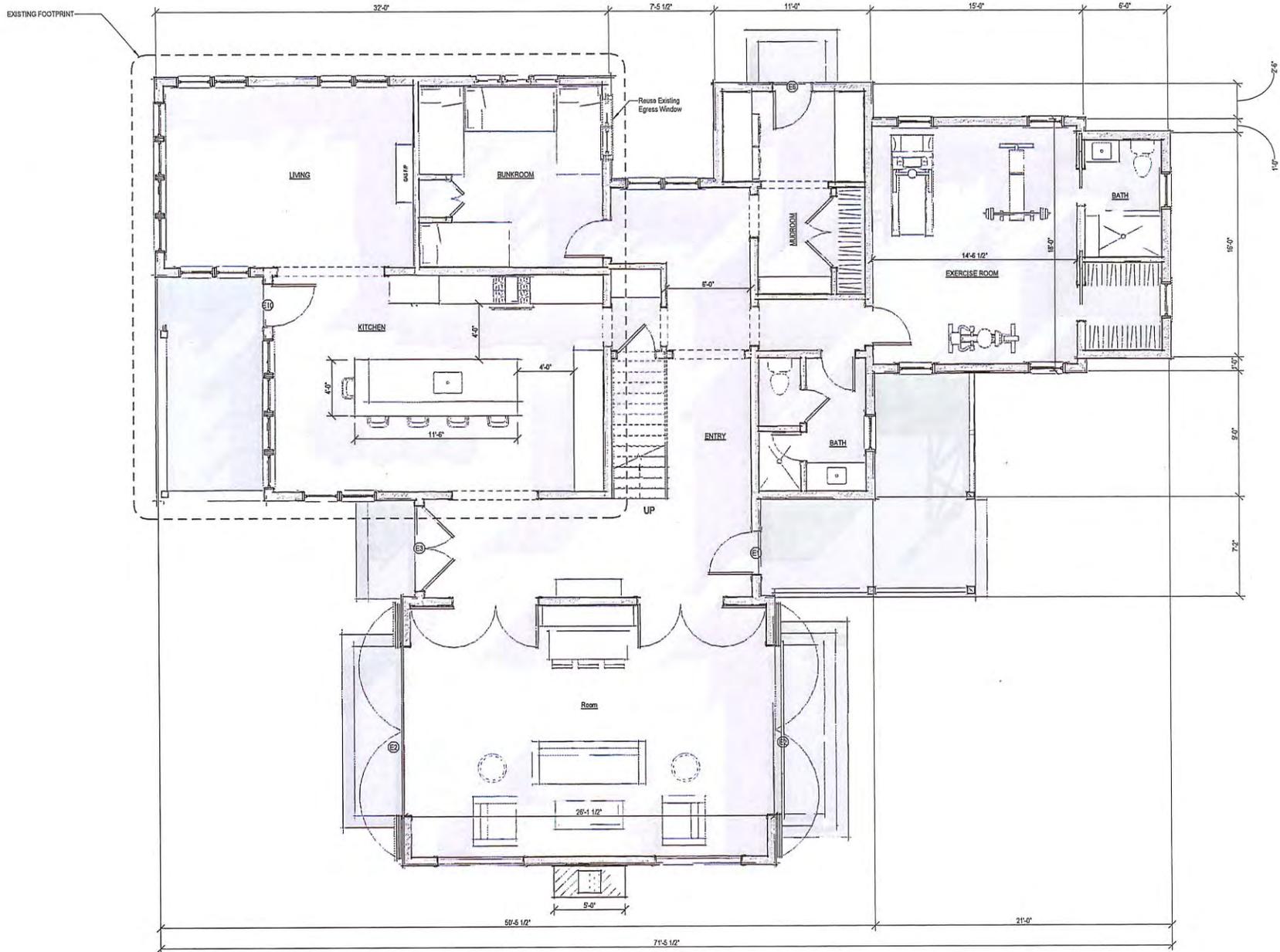
French Door  
4 Lite SDL

## Door Legend

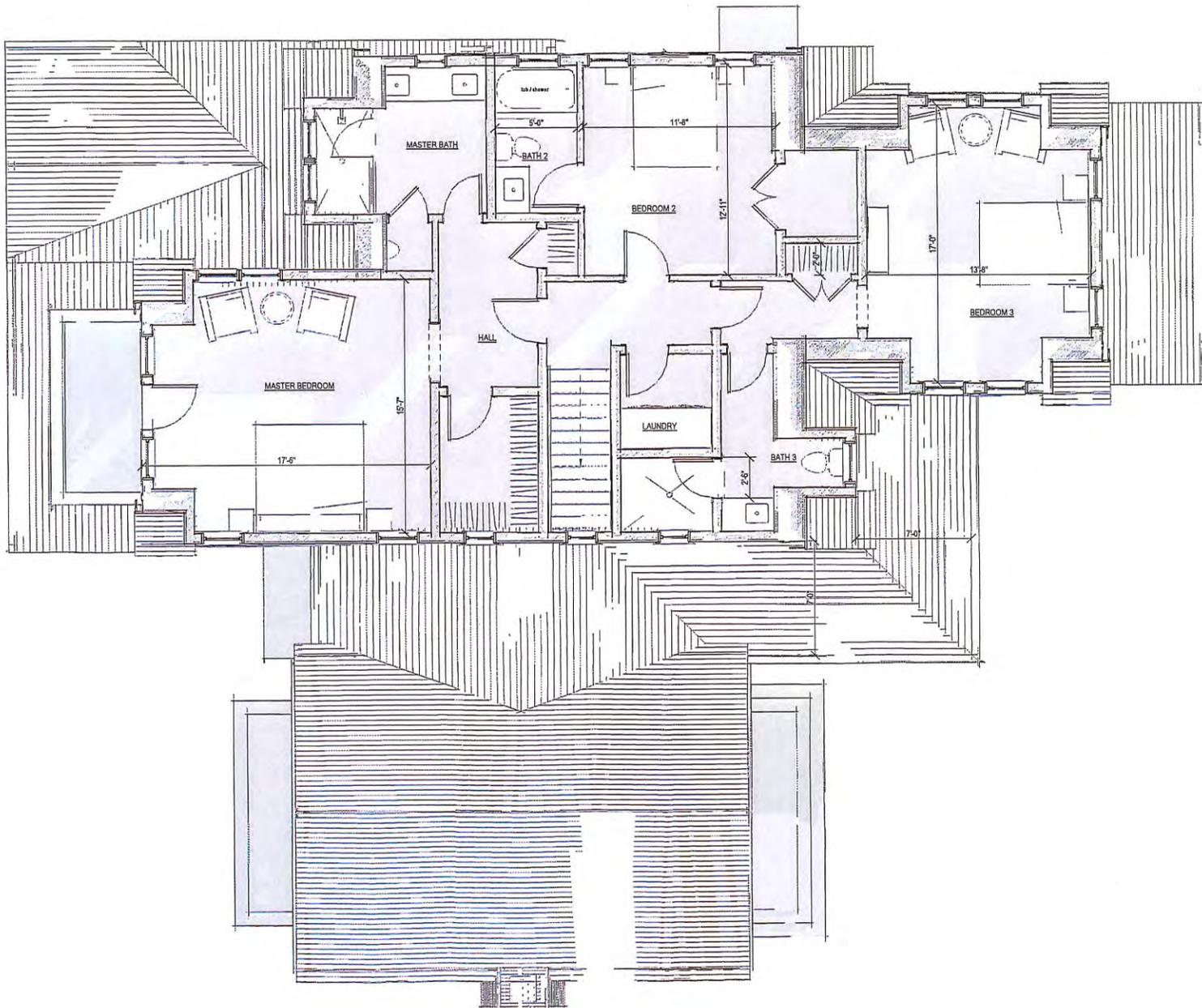
1/4" = 1'-0"

EXTERIOR DOOR SCHEDULE				
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
E1	1	3'-0"	7'-6"	≥ 30
E2	2	12'-0"	7'-6"	≥ 30
E3	3	6'-0"	7'-6"	≥ 30
E6	1	2'-8"	7'-6"	≥ 30
E9	1	2'-8"	7'-4"	≥ 30
E10	1	3'-0"	7'-6"	≥ 30





1 First Floor Plan  
1/4" = 1'-0"

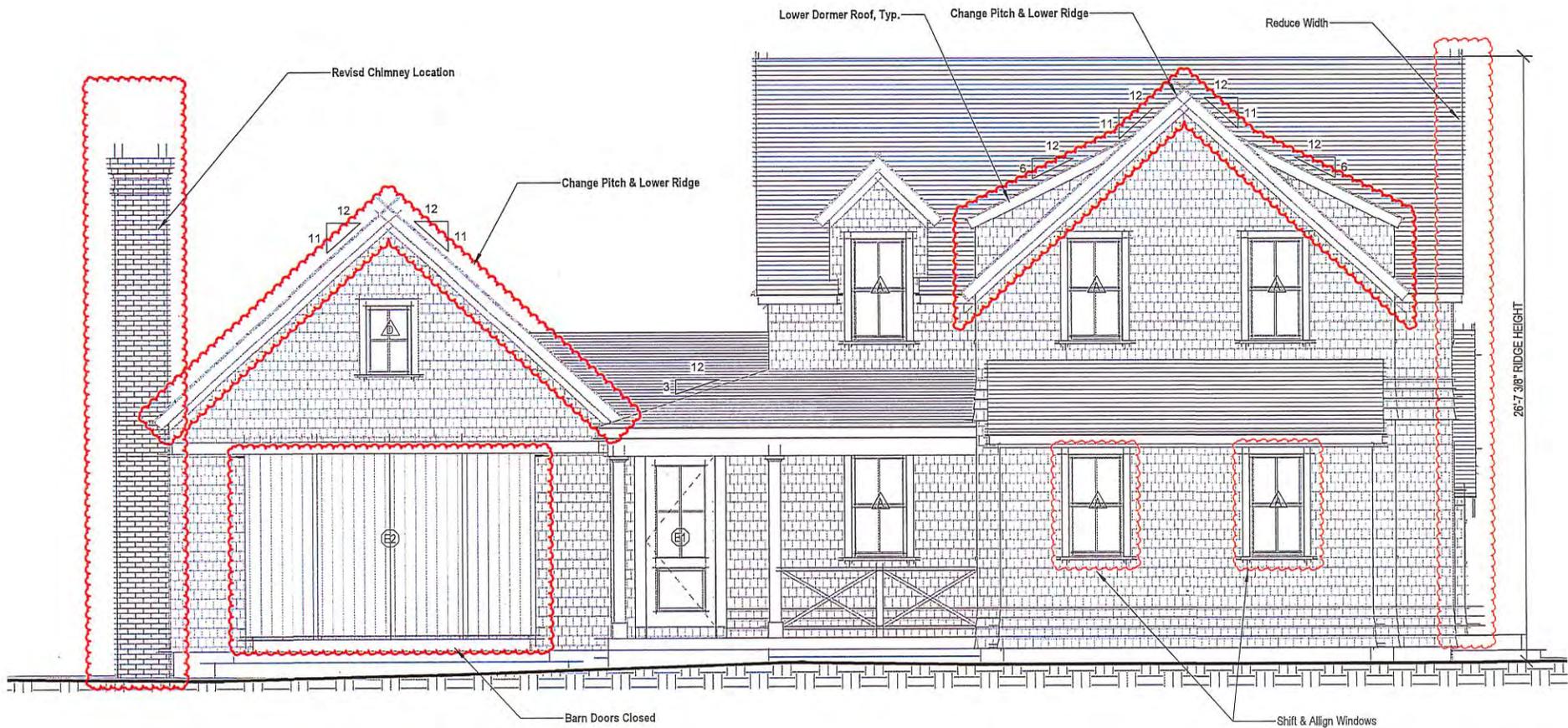


1 Second Floor Plan  
1/4" = 1'-0"

PARTITION LEGEND

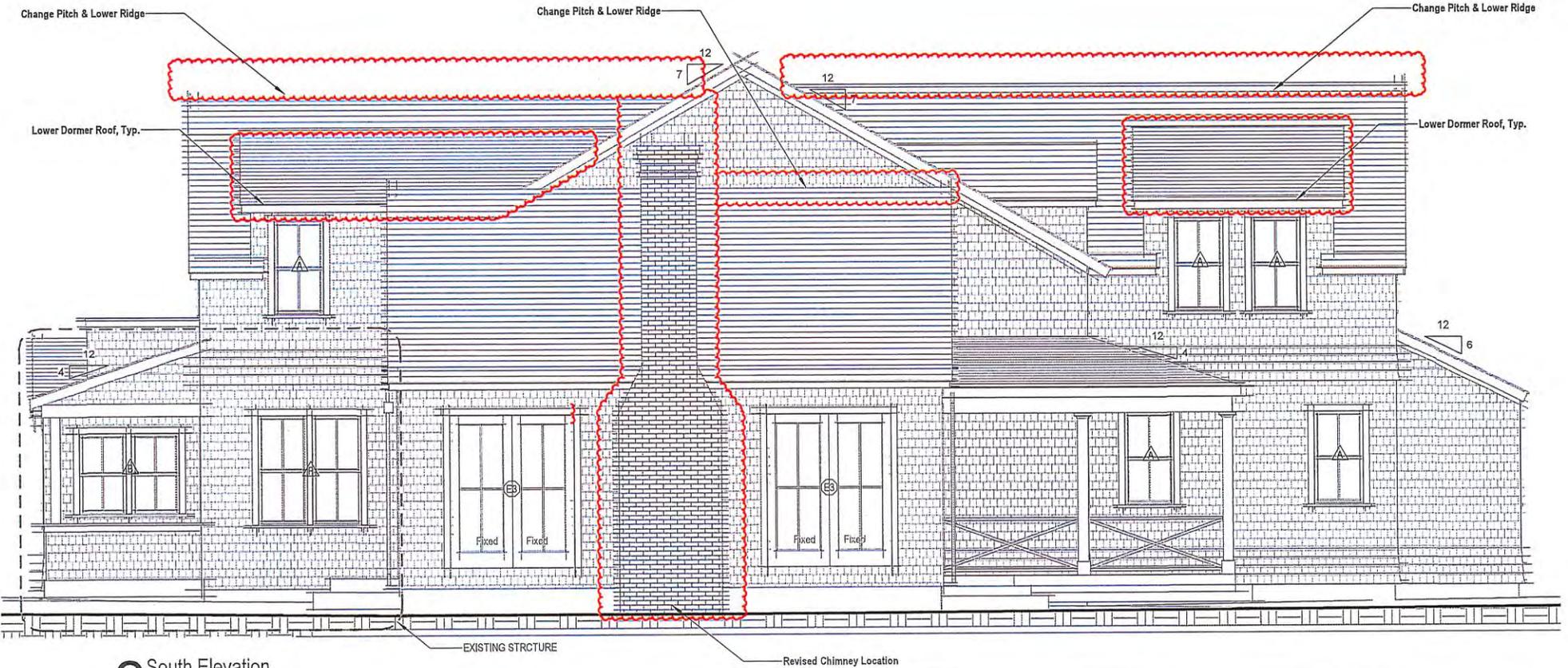

EXISTING CONDITIONS NOTES:



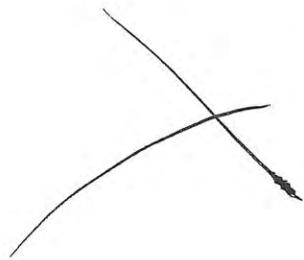


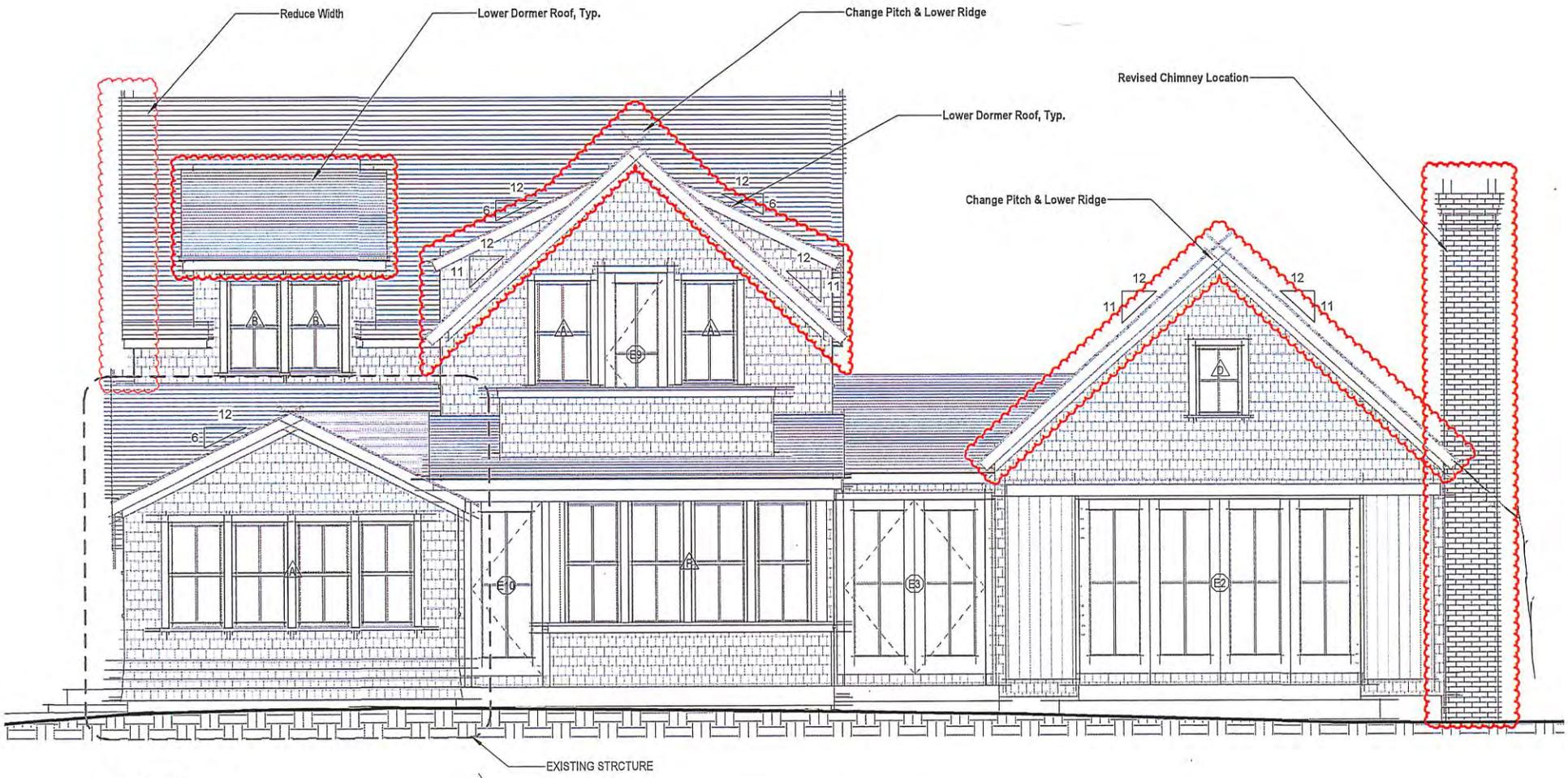
**1** East Elevation  
 1/4" = 1'-0"





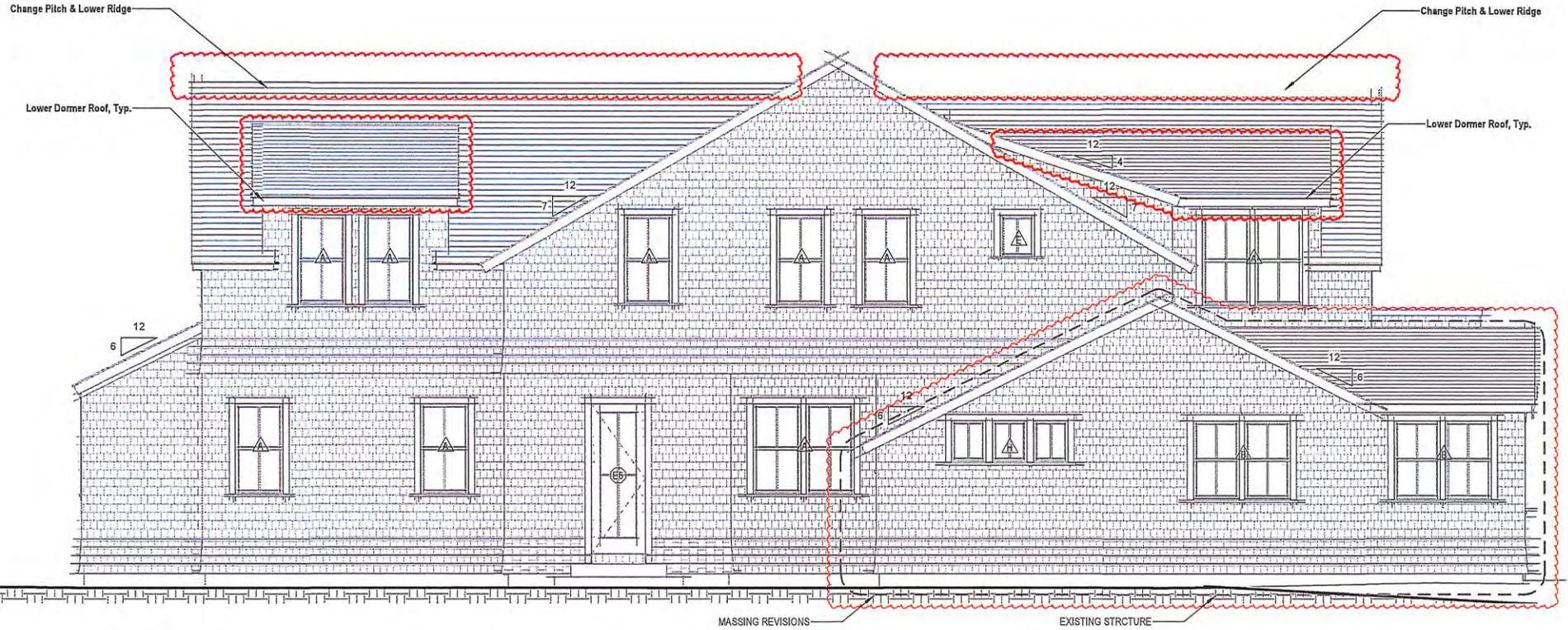
2 South Elevation  
 1/4" = 1'-0"





**1** West Elevation  
 1/4" = 1'-0"

RECEIVED  
 JUN 20 2019  
 BY



2 North Elevation  
1/4" = 1'-0"

RECEIVED  
JUN 20 2019  
BY



RECEIVED  
JUN 25 2019  
By J.M.



RECEIVED  
JUN 25 2019  
By J.M.

10BR?

100?



ker?

Grade	Superior +
Stories:	2.5
Occupancy	28
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Floor 1	Hardwood
Interior Floor 2	Carpet
Heating Fuel	Gas
Heating Type	Hot Water
AC Type	None
Use:	HOTELS M94
Total Rooms	
Total Bedrms	00
Total Baths	4
1st Floor Use:	3000
Heat/AC	NONE
Frame Type	WOOD FRAME
Baths/Plumbing	EXTENSIVE
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	ABOVE AVERAGE
Wall Height	9
% Comn Wall	0

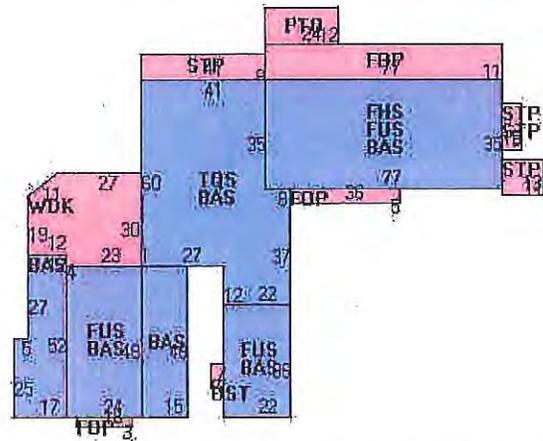
### Building Photo



120 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPPhotos/\00\00\73/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPPhotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	9,032	9,032
FUS	Upper Story, Finished	4,639	4,639
TQS	Three Quarter Story	2,924	2,193
FHS	Half Story, Finished	2,695	1,348
FOP	Porch, Open, Finished	1,081	0
PTO	Patio	288	0
STP	Stoop	651	0
UST	Utility, Storage, Unfinished	32	0
WDK	Deck, Wood	1,000	0
		22,342	17,212



### Extra Features

	<b>Legend</b>
--	---------------

Field	Description
Style	Colonial
Model	Residential
Grade:	Excellent +
Stories:	2 Stories
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Electric
Heat Type:	Electr Basebrd
AC Type:	None
Total Bedrooms:	5 Bedrooms
Total Bthrms:	2
Total Half Baths:	1
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

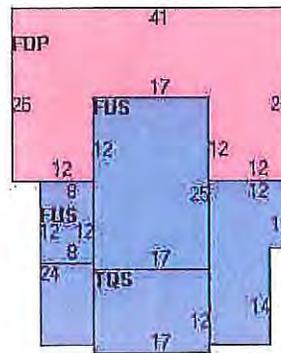
### Building Photo



116 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPhotos//\00\01\44/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	1,050	1,050
FUS	Upper Story, Finished	521	521
TQS	Three Quarter Story	204	153
FOP	Porch, Open, Finished	1,642	0
		3,417	1,724

### Building 2 : Section 1

**Year Built:** 1991  
**Living Area:** 312  
**Replacement Cost:** \$271,617  
**Building Percent Good:** 77  
**Replacement Cost Less Depreciation:** \$209,100

Building Attributes : Bldg 2 of 2	
Field	Description

Style	Bungalow
Model	Residential
Grade:	Average
Stories:	1 Story
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Plywood Panel
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Coal or Wood
Heat Type:	None
AC Type:	None
Total Bedrooms:	4
Total Bthrms:	1
Total Half Baths:	1
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

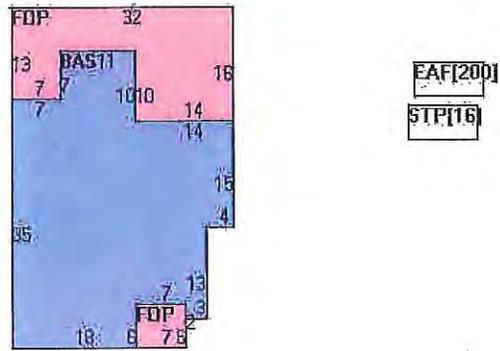
### Building Photo



114 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPhotos//\00\00\87/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	1,033	1,033
EAF	Attic, Expansion, Finished	200	70
FOP	Porch, Open, Finished	423	0
STP	Stoop	16	0
		1,672	1,103

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL1	FIREPLACE 1 ST	1 UNITS	\$2,800	1

### Land

### Land Use

### Land Line Valuation

### Building Attributes

Field	Description
Style	Custom Built
Model	Residential
Grade:	Excellent +
Stories:	1.75
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Plastered
Interior Wall 2	
Interior Flr 1	Hardwood
Interior Flr 2	
Heat Fuel	Gas
Heat Type:	Forced Air-Duc
AC Type:	None
Total Bedrooms:	4 Bedrooms
Total Bthrms:	4
Total Half Baths:	1
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

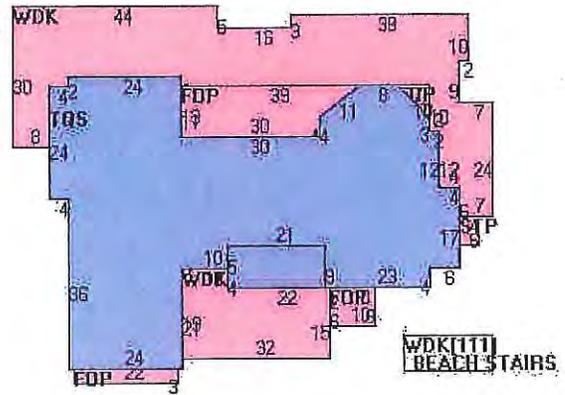
### Building Photo



(<http://images.vgsi.com/photos/NantucketMAPhotos/\00\02\16/>)

100R Wauwinet

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/4>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	2,982	2,982
TQS	Three Quarter Story	3,417	2,563
FGR	Garage, Finished	624	0
FOP	Porch, Open, Finished	532	0
STP	Stoop	24	0
WDK	Deck, Wood	2,575	0
		10,154	5,545

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL3	2 STORY CHIM	2 UNITS	\$7,700	1

### Land

Building Attributes	
Field	Description
Style	Ranch
Model	Residential
Grade:	Avg to Good
Stories:	1 Story
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Electric
Heat Type:	Electr Basebrd
AC Type:	None
Total Bedrooms:	4 Bedrooms
Total Bthrms:	4
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

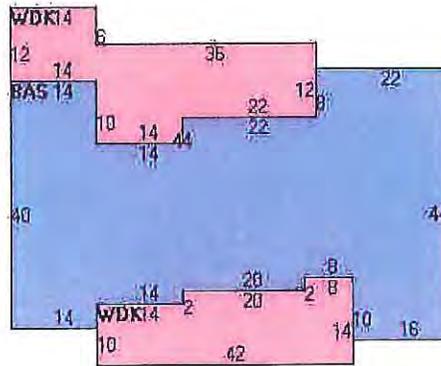
### Building Photo



102 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPhotos/\00\00\62/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/4>)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	2,444	2,444
WDK	Deck, Wood	1,148	0
		3,592	2,444

### Building 2 : Section 1

**Year Built:** 1987  
**Living Area:** 672  
**Replacement Cost:** \$335,312  
**Building Percent Good:** 90  
**Replacement Cost Less Depreciation:** \$301,800

Building Attributes : Bldg 2 of 2	
Field	Description
Style	Guest Quarters
Model	Residential

Grade:	Excellent
Stories:	1 Story
Occupancy	1
Exterior Wall 1	Wood on Sheath
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Rolled Compos
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Oil
Heat Type:	Floor Furnace
AC Type:	None
Total Bedrooms:	3 Bedrooms
Total Bthrms:	3
Total Half Baths:	1
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

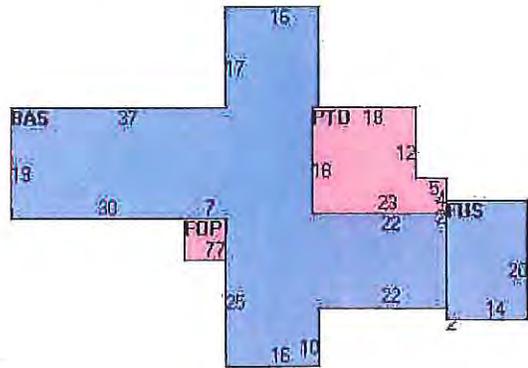
### Building Photo



104 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPhotos//\00\02\16/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	2,311	2,311
FUS	Upper Story, Finished	280	280
FOP	Porch, Open, Finished	49	0
PTO	Patio	354	0
		2,994	2,591

### Building 2 : Section 1

**Year Built:** 1960  
**Living Area:** 150  
**Replacement Cost:** \$67,807  
**Building Percent** 86  
**Good:**  
**Replacement Cost**  
**Less Depreciation:** \$58,300

Building Attributes : Bldg 2 of 2	
Field	Description

Grade:	Very Good
Stories:	1.75
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Plastered
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Oil
Heat Type:	Hot Water
AC Type:	None
Total Bedrooms:	5 Bedrooms
Total Bthrms:	3
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

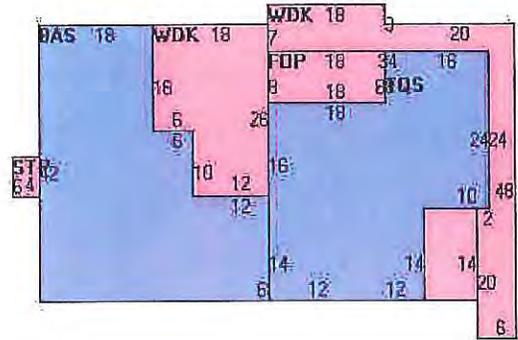
### Building Photo



(<http://images.vgsi.com/photos/NantucketMAPhotos/\00\02\16/>)

106 Wauwinet

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	2,224	2,224
TQS	Three Quarter Story	1,008	756
FOP	Porch, Open, Finished	144	0
STP	Stoop	24	0
UBM	Basement, Unfinished	1,120	0
WDK	Deck, Wood	830	0
		5,350	2,980

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL3	2 STORY CHIM	2 UNITS	\$7,400	1

### Land

Model	Residential
Grade:	Very Good
Stories:	2 Stories
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Coal or Wood
Heat Type:	None
AC Type:	None
Total Bedrooms:	5 Bedrooms
Total Bthrms:	4
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

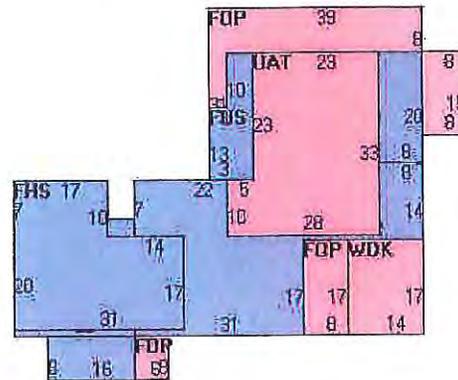
### Building Photo



108R Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPotos/\00\00\55/>)

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPotos//Sketches/3>)

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	2,253	2,253
FUS	Upper Story, Finished	1,585	1,585
FHS	Half Story, Finished	697	349
FOP	Porch, Open, Finished	960	0
UAT	Attic, Unfinished	809	0
WDK	Deck, Wood	238	0
		6,542	4,187

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL3	2 STORY CHIM	1 UNITS	\$4,100	1

Model	Residential
Grade:	Excellent
Stories:	1.75
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Pine/Soft Wood
Interior Flr 2	
Heat Fuel	Gas
Heat Type:	Hot Water
AC Type:	None
Total Bedrooms:	3
Total Bthrms:	3
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

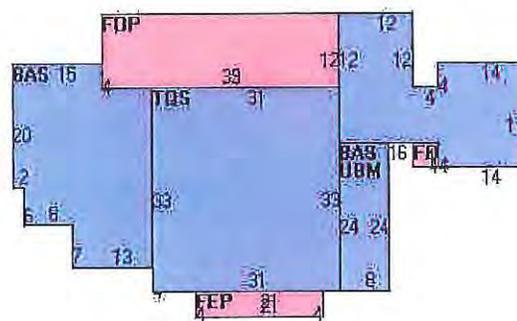
### Building Photo



(<http://images.vgsi.com/photos/NantucketMAPotos//\00\03\01/>)

110 Wauwinet

### Building Layout



(<http://images.vgsi.com/photos/NantucketMAPotos//Sketches/4>)

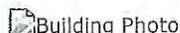
Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	2,386	2,386
TQS	Three Quarter Story	1,023	767
FEP	Porch, Enclosed, Finished	84	0
FOP	Porch, Open, Finished	484	0
UBM	Basement, Unfinished	192	0
		4,169	3,153

### Building 2 : Section 1

Year Built:	2014
Living Area:	513
Replacement Cost:	\$106,764
Building Percent Good:	99
Replacement Cost Less Depreciation:	\$105,700

Building Attributes : Bldg 2 of 2

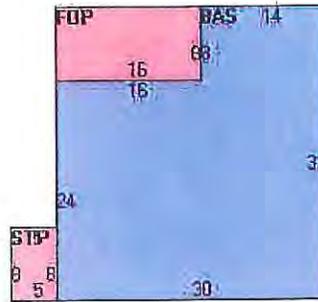
### Building Photo



(<http://images.vgsi.com/photos/NantucketMAPotos//\00\03\46/>)

Style	Ranch
Model	Residential
Grade:	Average
Stories:	1 Story
Occupancy	1
Exterior Wall 1	Wood Shingle
Exterior Wall 2	
Roof Structure:	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Flr 1	Hardwood
Interior Flr 2	
Heat Fuel	Gas
Heat Type:	Forced Air-Duc
AC Type:	None
Total Bedrooms:	2 Bedrooms
Total Bthrms:	1
Total Half Baths:	0
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	Average
Kitchen Style:	Modern

### Building Layout



112 Wauwinet

(<http://images.vgsi.com/photos/NantucketMAPhotos//Sketches/3>)

Building Sub-Areas (sq ft)			Legend	
Code	Description	Gross Area	Living Area	
BAS	First Floor	832	832	
FOP	Porch, Open, Finished	128	0	
STP	Stoop	40	0	
		1,000	832	

### Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
FPL1	FIREPLACE 1 ST	1 UNITS	\$3,000	1

### Land

#### Land Use

**Use Code** 1013  
**Description** SFR WTRFNT  
**Zone** R1  
**Neighborhood** 750  
**Alt Land Appr** No  
**Category**

#### Land Line Valuation

**Size (Acres)** 0.83  
**Frontage** 0  
**Depth** 0  
**Assessed Value** \$2,574,400

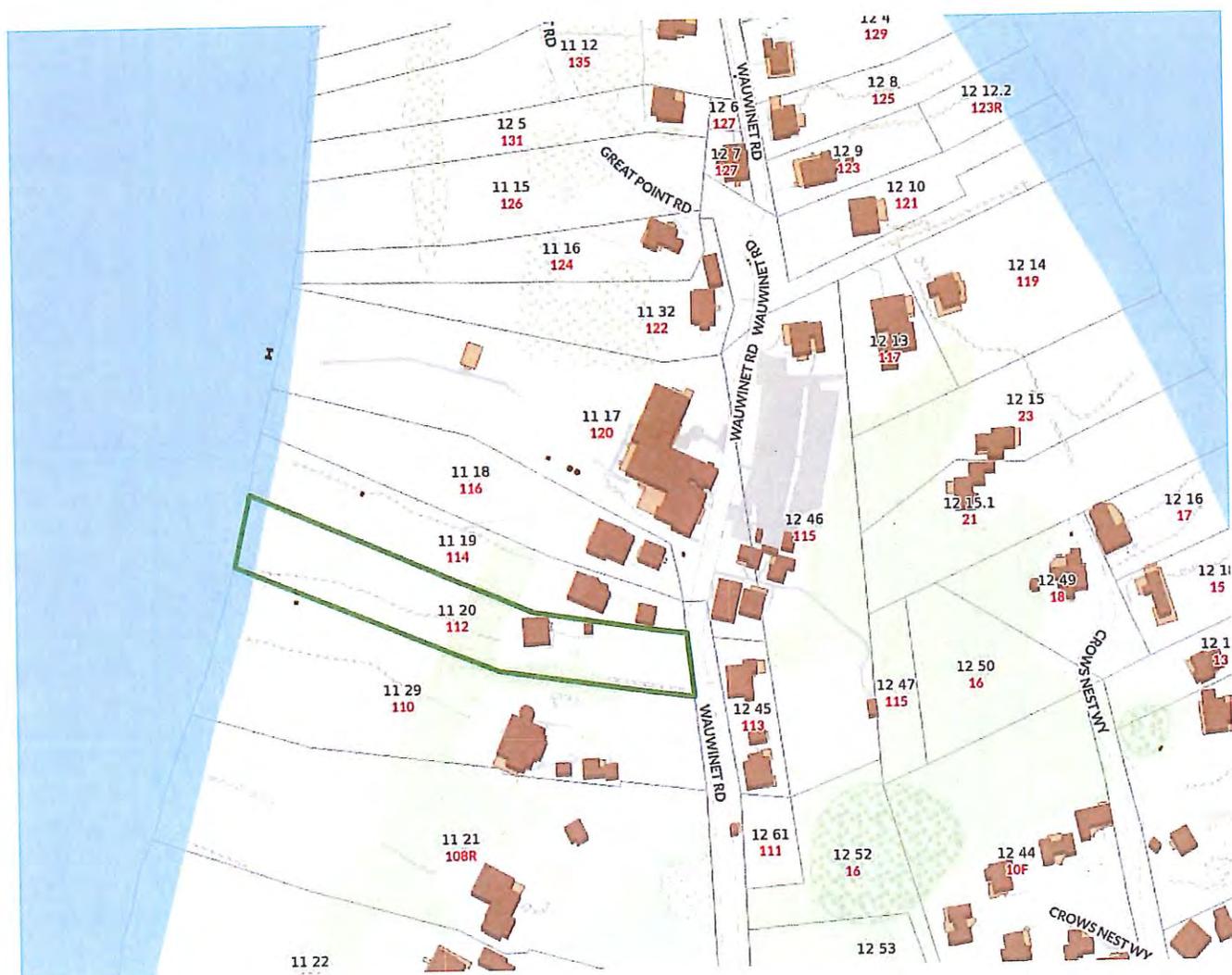
### Outbuildings

Outbuildings		Legend
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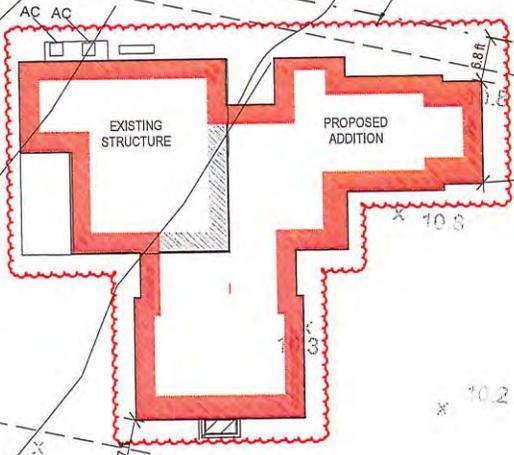
# Walker Residence

112 Wauwinet Rd  
Nantucket, MA 02554





RENOVATED DWELLING  
2,372 SF



206.62'

139.51'

84.00'

FUTURE GARAGE

WAWWINEET ROAD

25' BUFFER ZONE

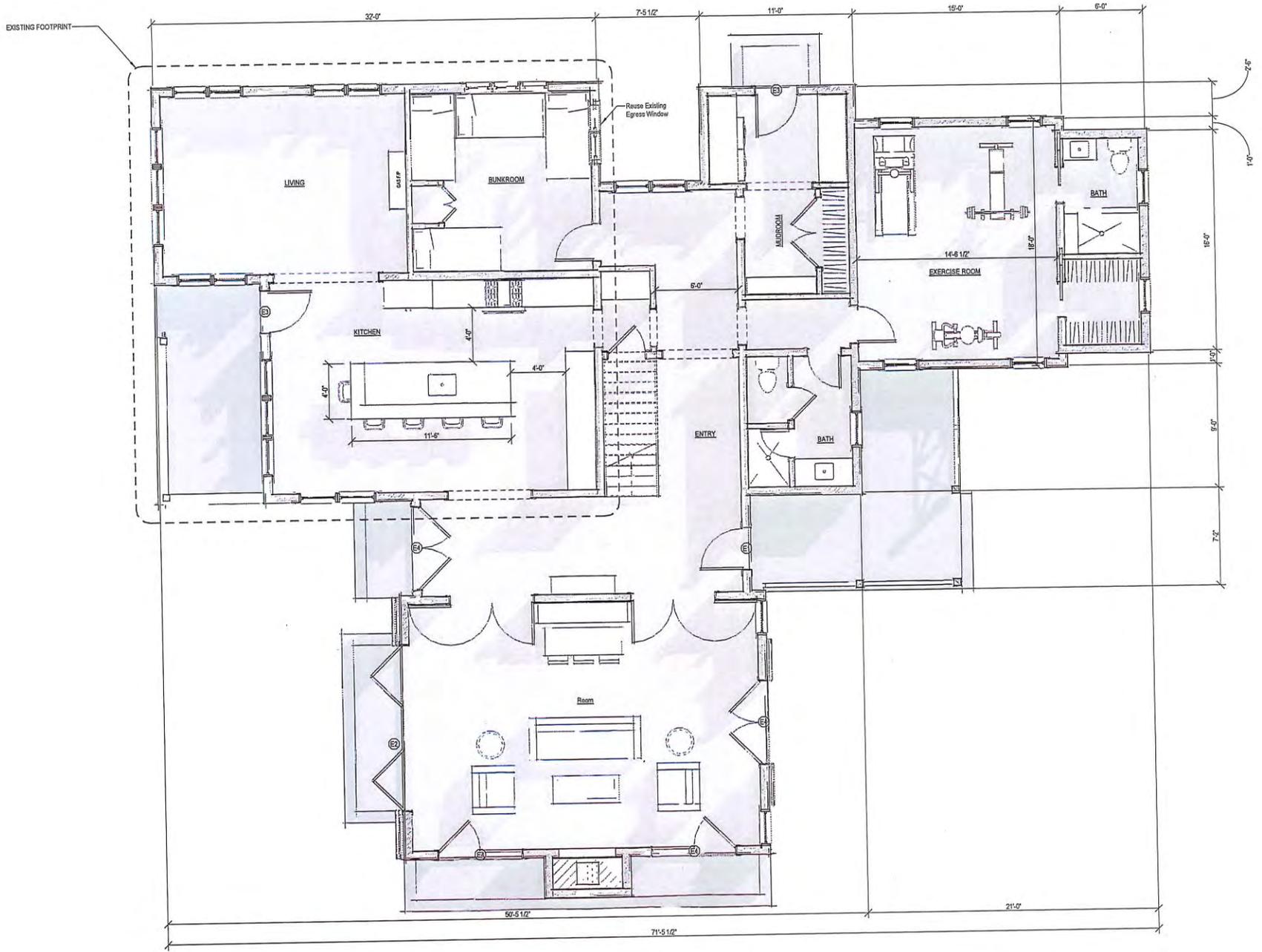
50' BUFFER ZONE

SITE

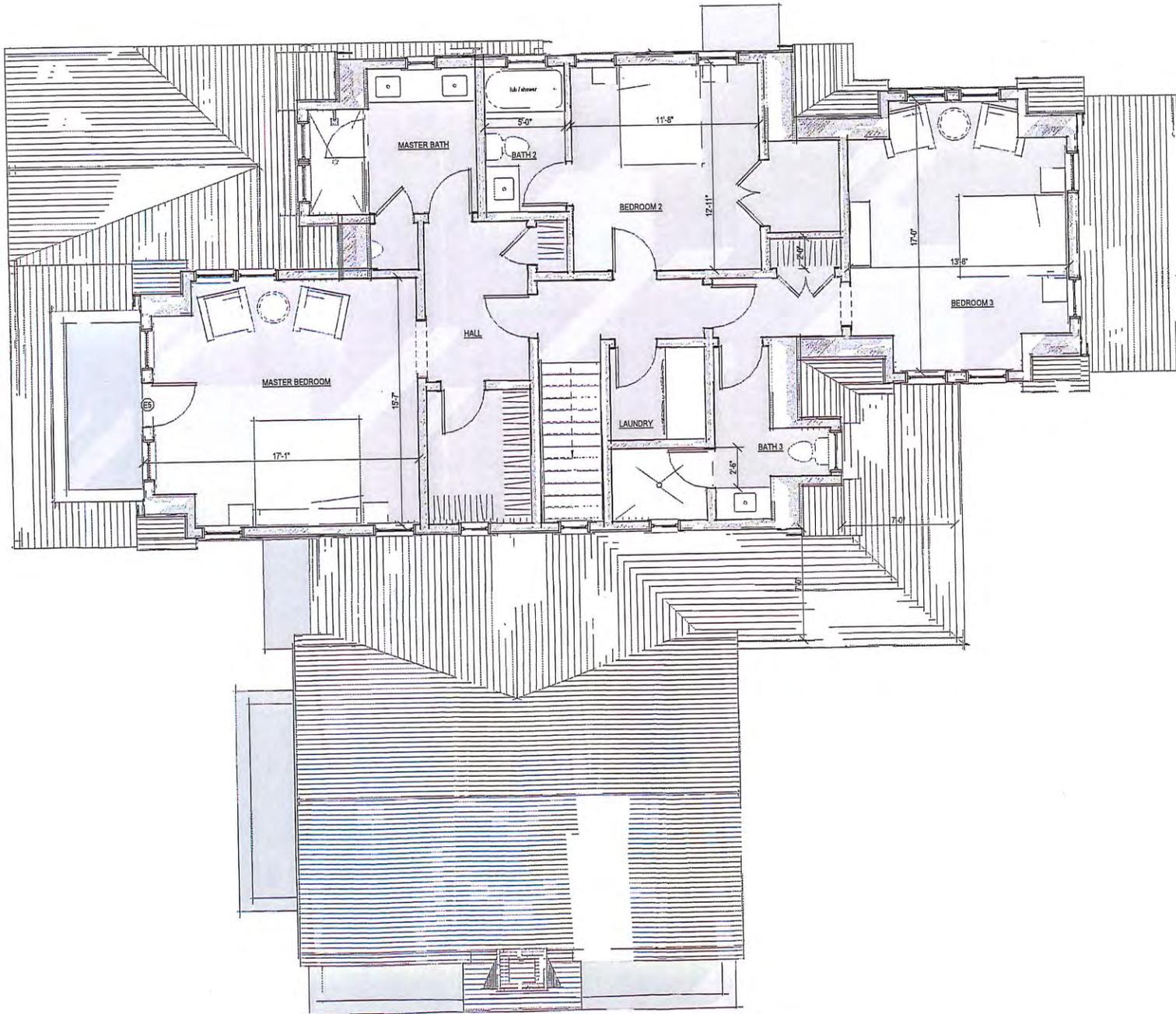
1/16" = 1'-0"

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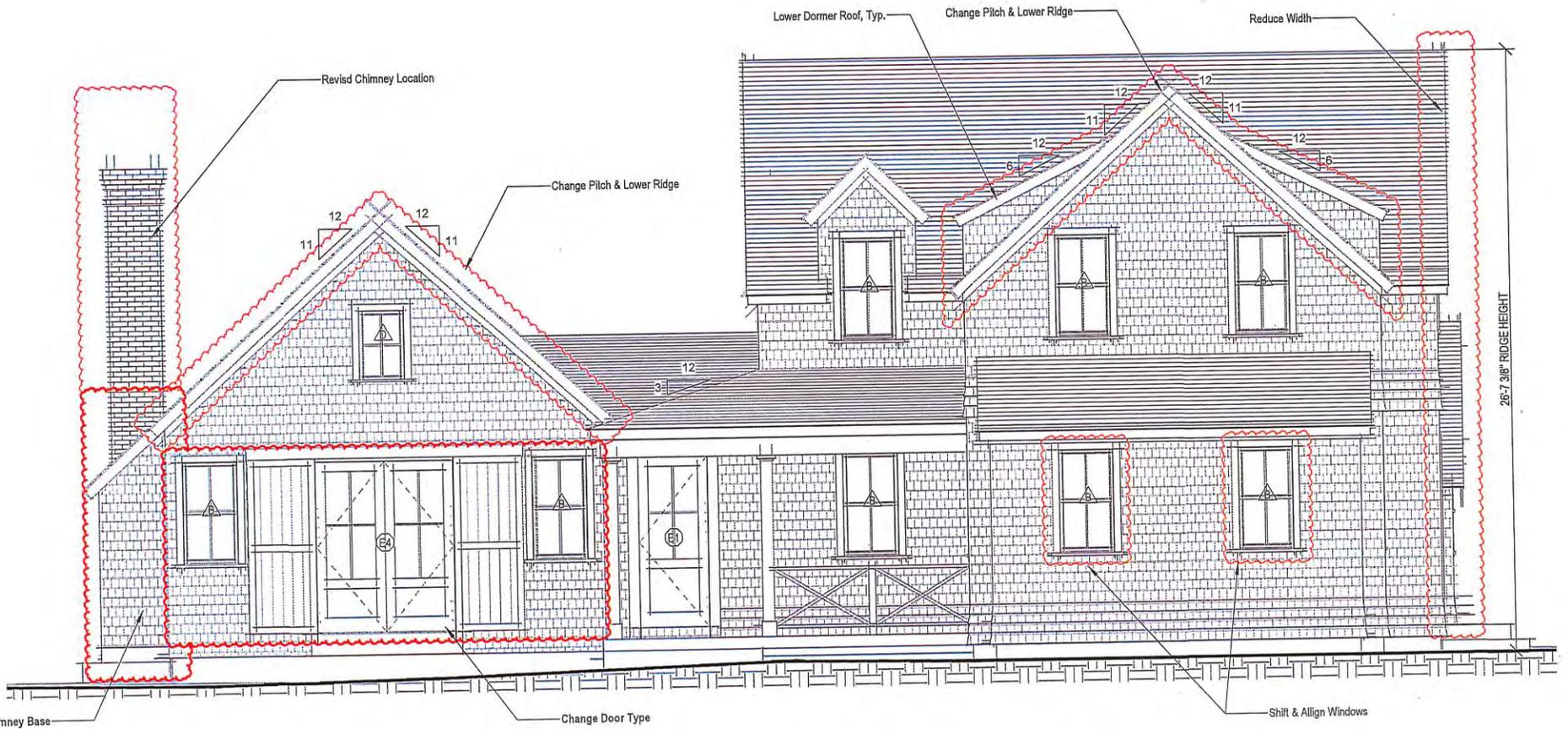


1 First Floor Plan  
1/4" = 1'-0"

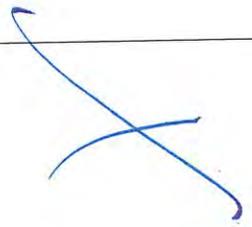
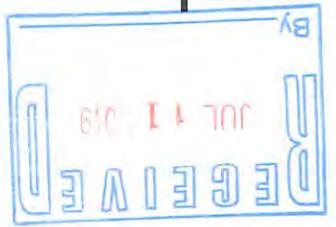


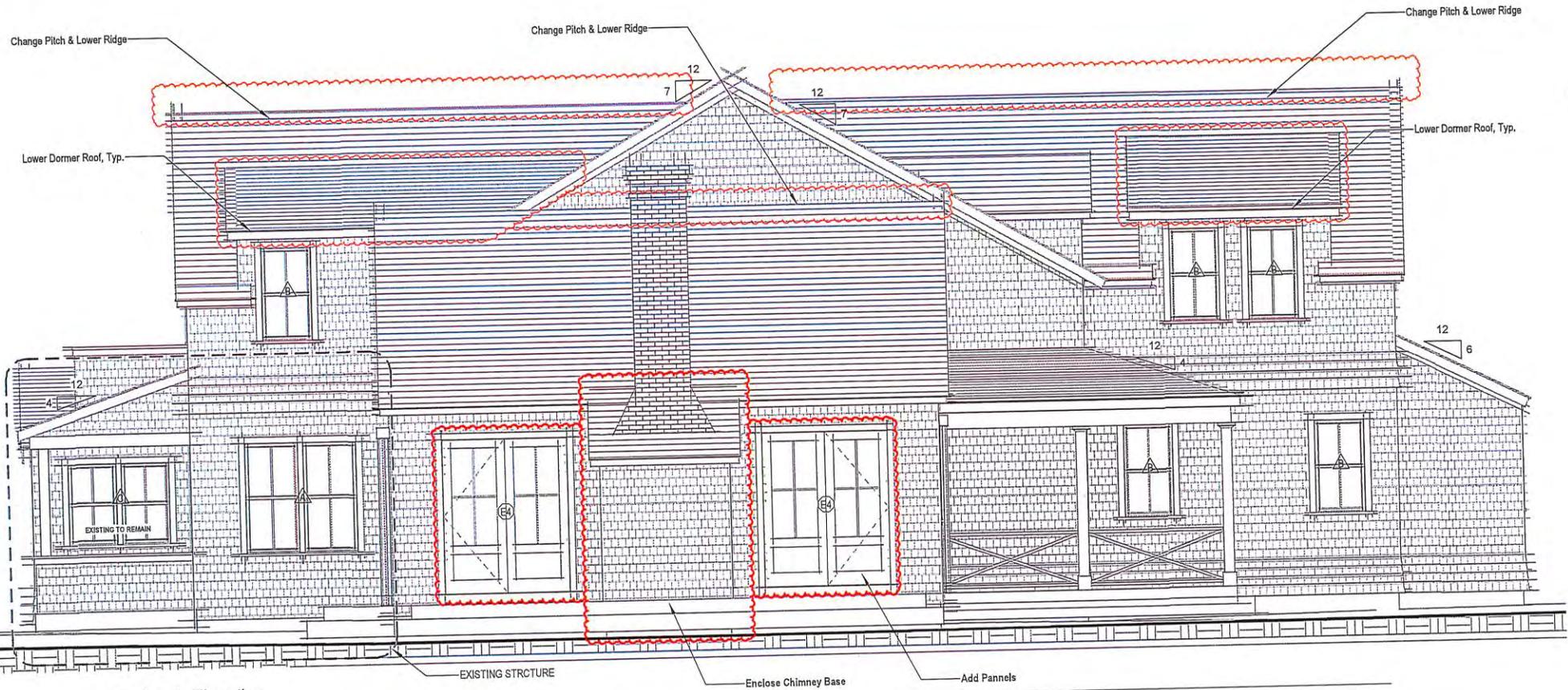
1 Second Floor Plan  
 1/4" = 1'-4"

PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud



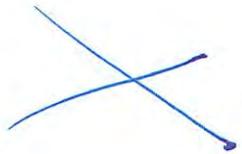
1 East Elevation  
 1/4" = 1'-0"



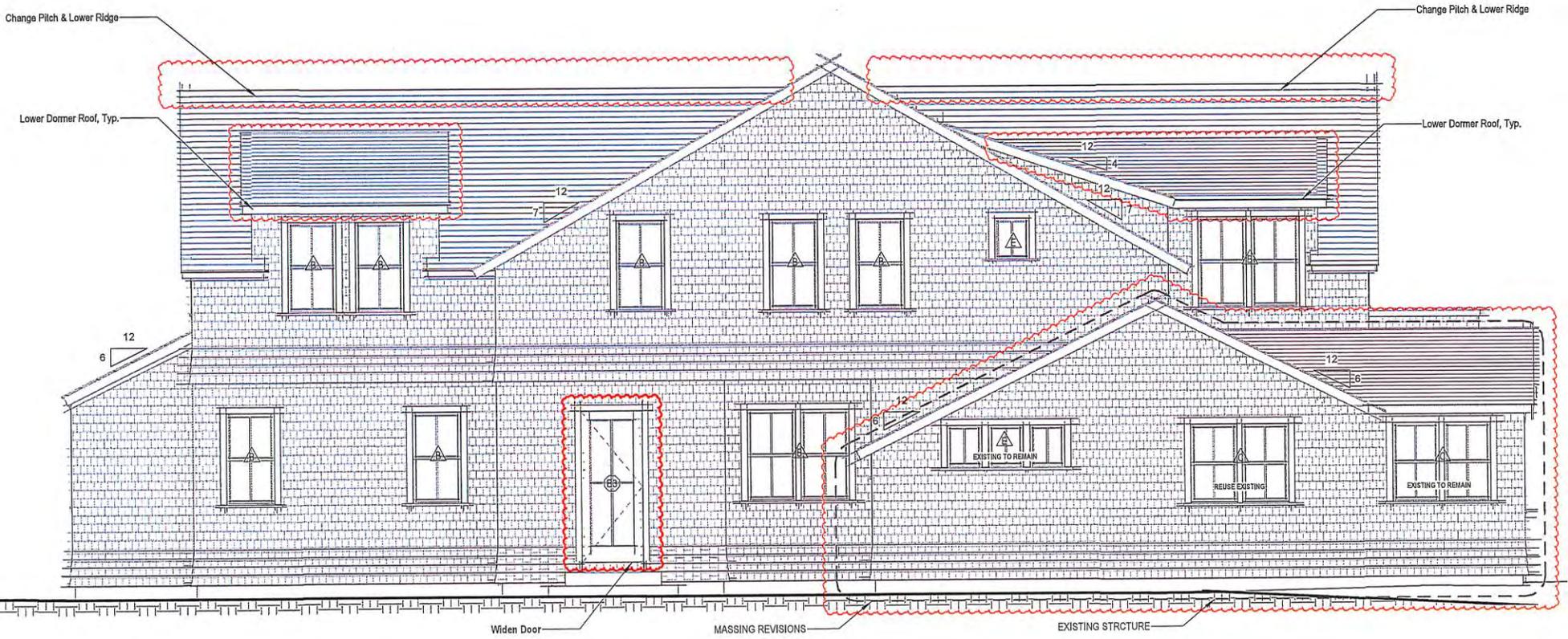


2 South Elevation  
 1/4" = 1'-0"

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 By

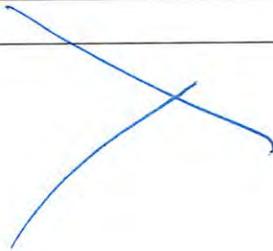






**2** North Elevation  
 1/4" = 1'-0"

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MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT

Town and County of Nantucket, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 11/13/2018  
Data updated 11/19/2018



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By J.H.



Walker Residence  
112 Wauwinet Rd  
Nantucket, MA 02554

J. H. J.



8 Williams Lane Nantucket, MA  
02554  
P. 508.325.4695  
F. 508.325.6880  
www.emeritusdevelopment.com



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*Walker Residence*  
112 Wauwinet Rd  
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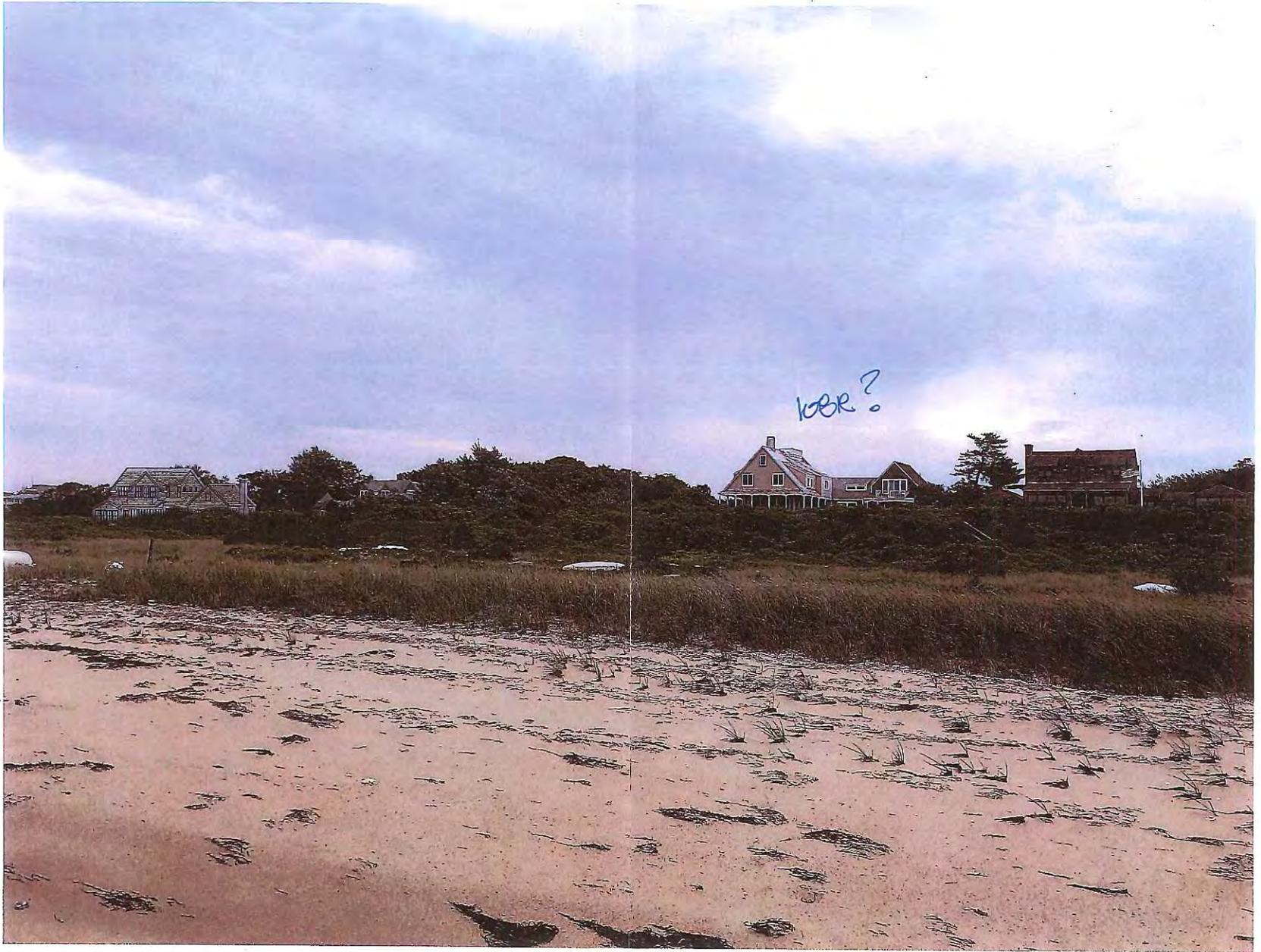
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By J.M.



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10BR?

100?



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JUL 16 2019

HOUSE IN FINCH

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OK  
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JUL 19 2019



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CR mtj

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JUL 17 2019  
By *mjs  
ck*



108













CERTIFICATE NO: 72738

DATE ISSUED: 7/16/19

Application to the HISTORIC DISTRICT COMMISSION, Nantucket, Massachusetts, for a

**CERTIFICATE OF APPROPRIATENESS**

for structural work.

All blanks must be filled in using BLUE OR BLACK INK (no pencil) or marked N/A.

**NOTE: It is strongly recommended that the applicant be familiar with the HDC guidelines, *Building with Nantucket in Mind*, prior to submittal of application. Please see other side for submittal requirements. Incomplete applications will not be reviewed by the HDC.**

This is a contractual agreement and must be filled out in ink. An application is hereby made for issuance of a Certificate of Appropriateness under Chapter 395 of the Acts and Resolves of Mass., 1970, for proposed work as described herein and on plans, drawings and photographs accompanying this application and made a part hereof by reference.

The certificate is valid for three years from date of issuance. No structure may differ from the approved application. Violation may impede issuance of Certificate of Occupancy.

**PROPERTY DESCRIPTION**

TAX MAP N°: 11 PARCEL N°: 20  
Street & Number of Proposed Work: 112 WAUWINET RD  
Owner of record: JOHN WALKER  
Mailing Address: 112 WAUWINET RD  
NANTUCKET, MA  
Contact Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

**AGENT INFORMATION (if applicable)**

Name: EMERITUS  
Mailing Address: 8 WILLIAMS LN  
NANTUCKET MA  
Contact Phone #: 3254995 E-mail: \_\_\_\_\_

FOR OFFICE USE ONLY ✓ 044

Date application received: 5/15/19 Fee Paid: \$ 579.60

Must be acted on by: 7/2/19 1101 AM

Extended to: \_\_\_\_\_

Approved: [Signature] Disapproved: [Signature]

Chairman: \_\_\_\_\_

Member: \_\_\_\_\_

Member: \_\_\_\_\_

Member: [Signature]

Member: John E. McLaughlin 7/16/19

Notes - Comments - Restrictions - Conditions

**DESCRIPTION OF WORK TO BE PERFORMED**

See reverse for required documentation.

New Dwelling  Addition  Garage  Driveway/Apron  Commercial  Historical Renovation  Deck/Patio  Steps  Shed

Color Change  Fence  Gate  Hardscaping  Move Building  Demolition  Revisions to previous Cert. No. \_\_\_\_\_

Pool (Zoning District \_\_\_\_\_)  Roof  Other \_\_\_\_\_

Size of Structure or Addition: Length: \_\_\_\_\_ Sq. Footage 1st floor: 1,526 Decks/Patio: Size: 160 SF  1st floor  2nd floor  
Width: \_\_\_\_\_ Sq. Footage 2nd floor: 1,375 Size: 50 SF  1st floor  2nd floor  
Sq. Footage 3rd floor: \_\_\_\_\_

Difference between existing grade and proposed finish grade: North 6" ± South 6" ± East 6" ± West 6" ±  
Height of ridge above final finish grade: North 26' 8" ± South 26' 8" ± East 26' 8" ± West 26' 8" ±

**Additional Remarks**

- REVISIONS\***
1. East Elevation
  2. South Elevation
  3. West Elevation
  4. North Elevation

Historic Name: \_\_\_\_\_  
Original Date: \_\_\_\_\_  
Original Builder: \_\_\_\_\_  
Is there an HDC survey form for this building attached?  Yes  N/A

\*Cloud on drawings and submit photographs of existing elevations.

**DETAIL OF WORK TO BE PERFORMED**

Foundation: Height Exposed 8"  Block  Block Parged  Brick (type) \_\_\_\_\_  Poured Concrete  Piers

Masonry Chimney:  Block Parged  Brick (type) \_\_\_\_\_  Other \_\_\_\_\_

Roof Pitch: Main Mass 7/12 Secondary Mass 12/12 Dormer 6/12 Other \_\_\_\_\_

Roofing material:  Asphalt:  3-Tab  Architectural  
 Wood (Type: Red Cedar, White Cedar, Shakes, etc.) RED CEDAR

Fence: Height: \_\_\_\_\_  
Type: \_\_\_\_\_  
Length: \_\_\_\_\_

Skylights (flat only): Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_  
Manufacturer \_\_\_\_\_ Rough Opening \_\_\_\_\_ Size \_\_\_\_\_ Location \_\_\_\_\_

Gutters:  Wood  Aluminum  Copper  Leaders (material) \_\_\_\_\_

Leaders (material and size): \_\_\_\_\_

Sidewall:  White cedar shingles  Clapboard (exposure: \_\_\_\_\_ inches) Front  Side   
 Other \_\_\_\_\_

Trim: A. Wood  Pine  Redwood  Cedar  Other \_\_\_\_\_  
B. Treatment  Paint  Natural to weather  Other \_\_\_\_\_

C. Dimensions: Fascia 5/12 Rake 5/12" Soffit (Overhang) 5" Corner boards N/A Frieze 3 1/2"  
Window Casing \_\_\_\_\_ Door Frame \_\_\_\_\_ Columns/Posts: Round \_\_\_\_\_ Square \_\_\_\_\_

Windows\*:  Double Hung  Casement  All Wood  Other \_\_\_\_\_  
 True Divided Lights (muntins), single pane  SDL's (Simulated Divided Lights) Manufacturer \_\_\_\_\_

Doors\* (type and material):  TDL  SDL, Front \_\_\_\_\_ Rear \_\_\_\_\_ Side \_\_\_\_\_  
Garage Door(s): Type \_\_\_\_\_ Material \_\_\_\_\_

Hardscape materials: Driveways \_\_\_\_\_ Walkways \_\_\_\_\_ Walls \_\_\_\_\_

\* Note: Complete door and window schedules are required.

**COLORS**

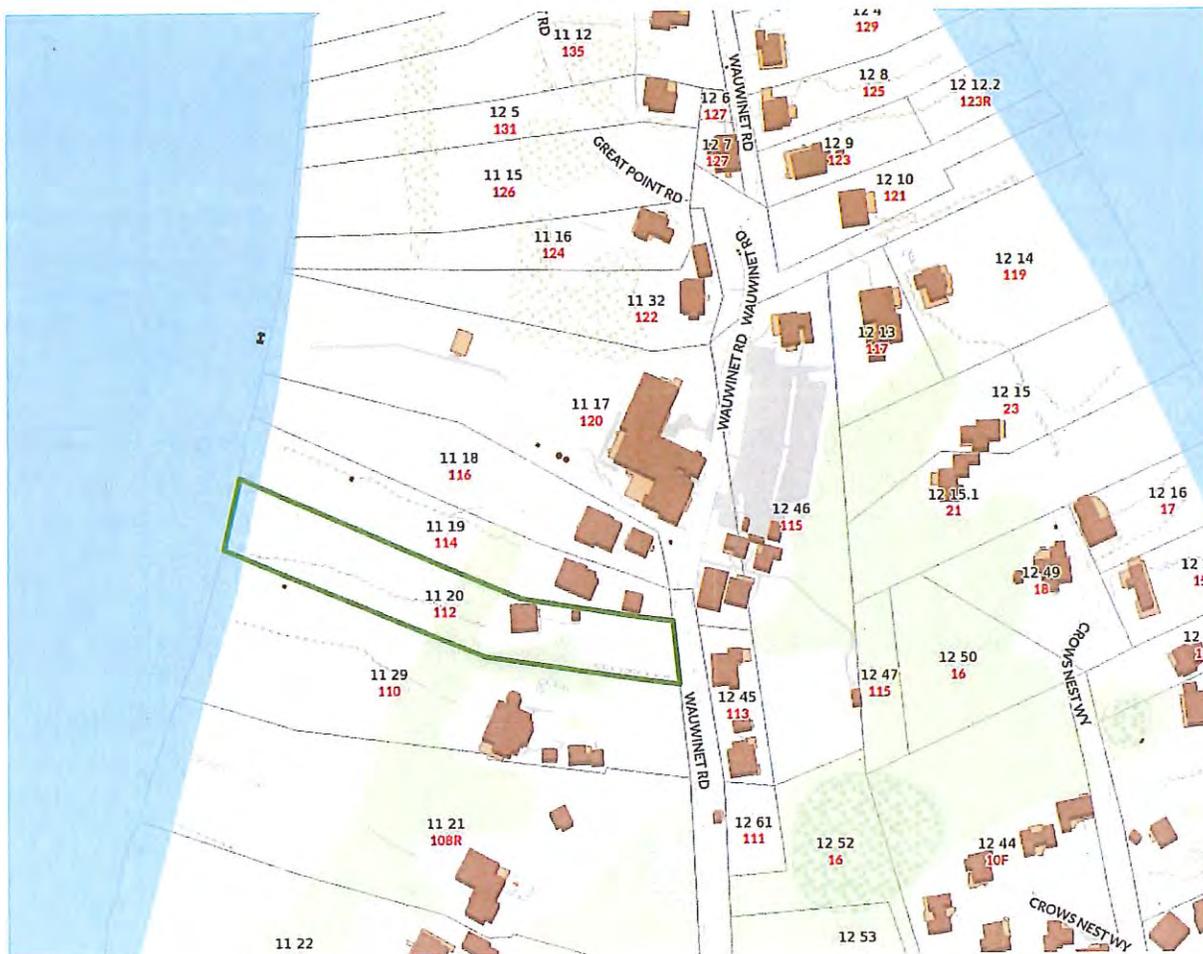
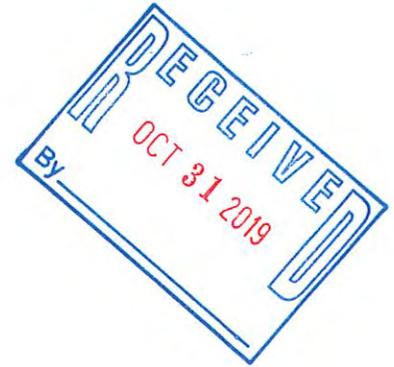
Sidewall NATURAL Clapboard (if applicable) \_\_\_\_\_ Roof NATURAL French doors epique  
Trim WHITE NTW Sash WHITE terracotta Doors WHITE terracotta shutters NTW  
Deck NATURAL Foundation NATURAL Fence \_\_\_\_\_ Shutters \_\_\_\_\_

\* Attach manufacturer's color samples if color is not from HDC approval list.

I hereby authorize the agent named above to act on my behalf to make changes in the specifications or the plans contained in this application in order to bring the applica-

# Walker Residence

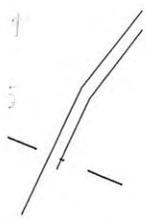
112 Wauwinet Rd  
Nantucket, MA 02554



ALK

x 10.1

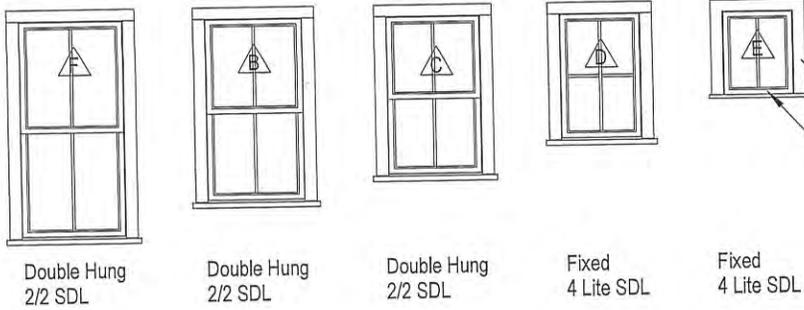
x 10.6



Locus Map

Not to Scale

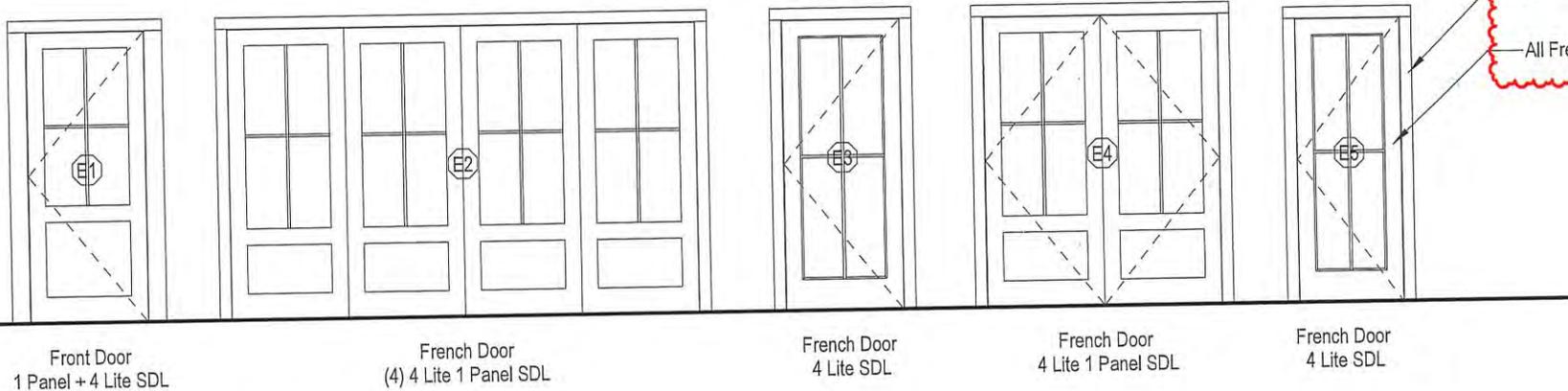




## Window Legend

1/4" = 1'-0"

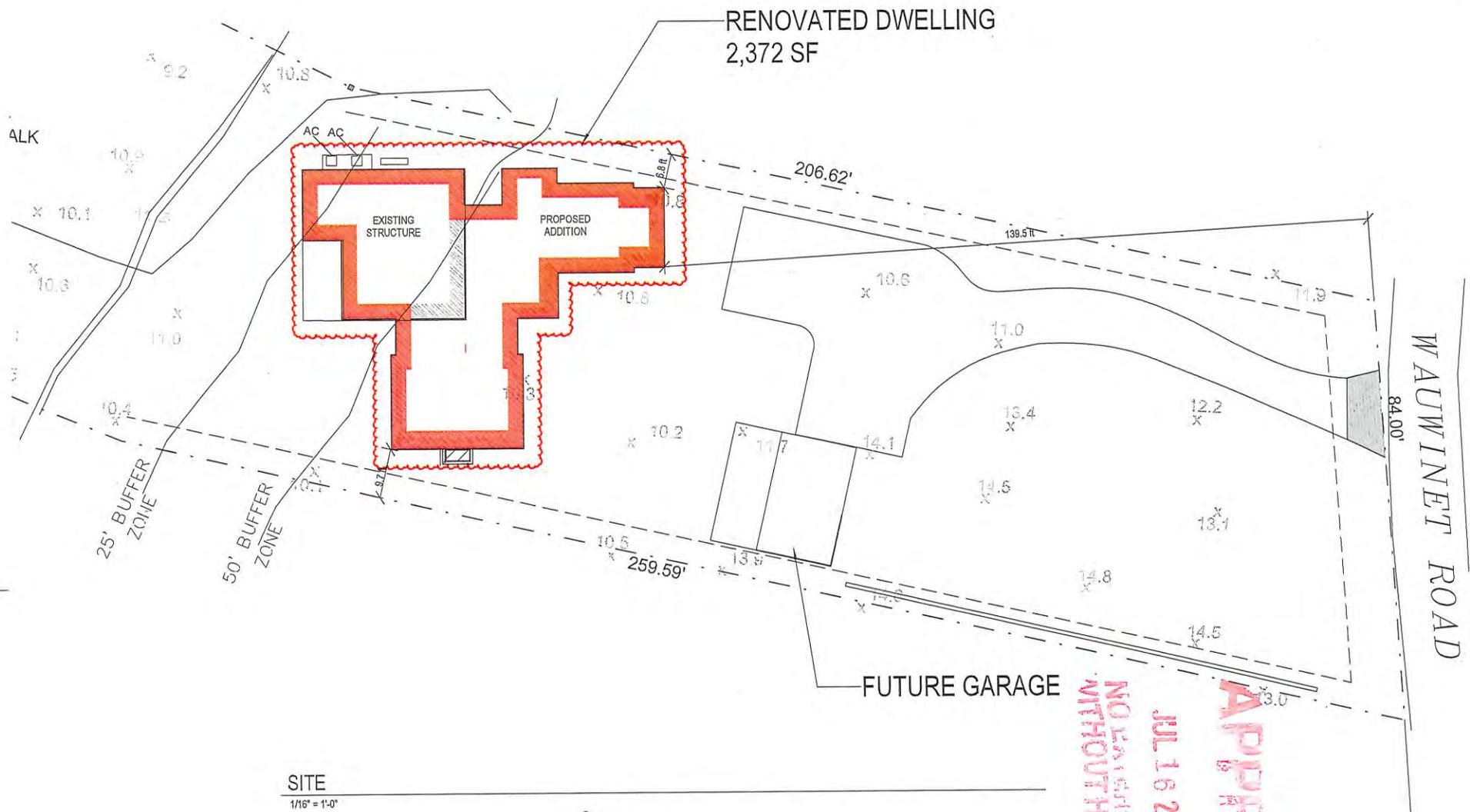
WINDOW SCHEDULE				
WINDOW	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
A	8	2'-9"	5'-5"	≥ 30
B	27	2'-7"	4'-7"	≥ 30
C	8	2'-6"	4'-0"	≥ 30
D	2	2'-2"	3'-2"	≥ 30
E	7	1'-11"	2'-2"	≥ 30



## Door Legend

1/4" = 1'-0"

EXTERIOR DOOR SCHEDULE				
DOOR	QUANTITY	UNIT WIDTH	UNIT HEIGHT	DP RATING
E1	1	3'-0"	7'-6"	≥ 30
E2	1	12'-0"	7'-6"	≥ 30
E3	2	3'-0"	7'-6"	≥ 30
E4	4	6'-0"	7'-6"	≥ 30
E5	1	2'-8"	7'-4"	≥ 30



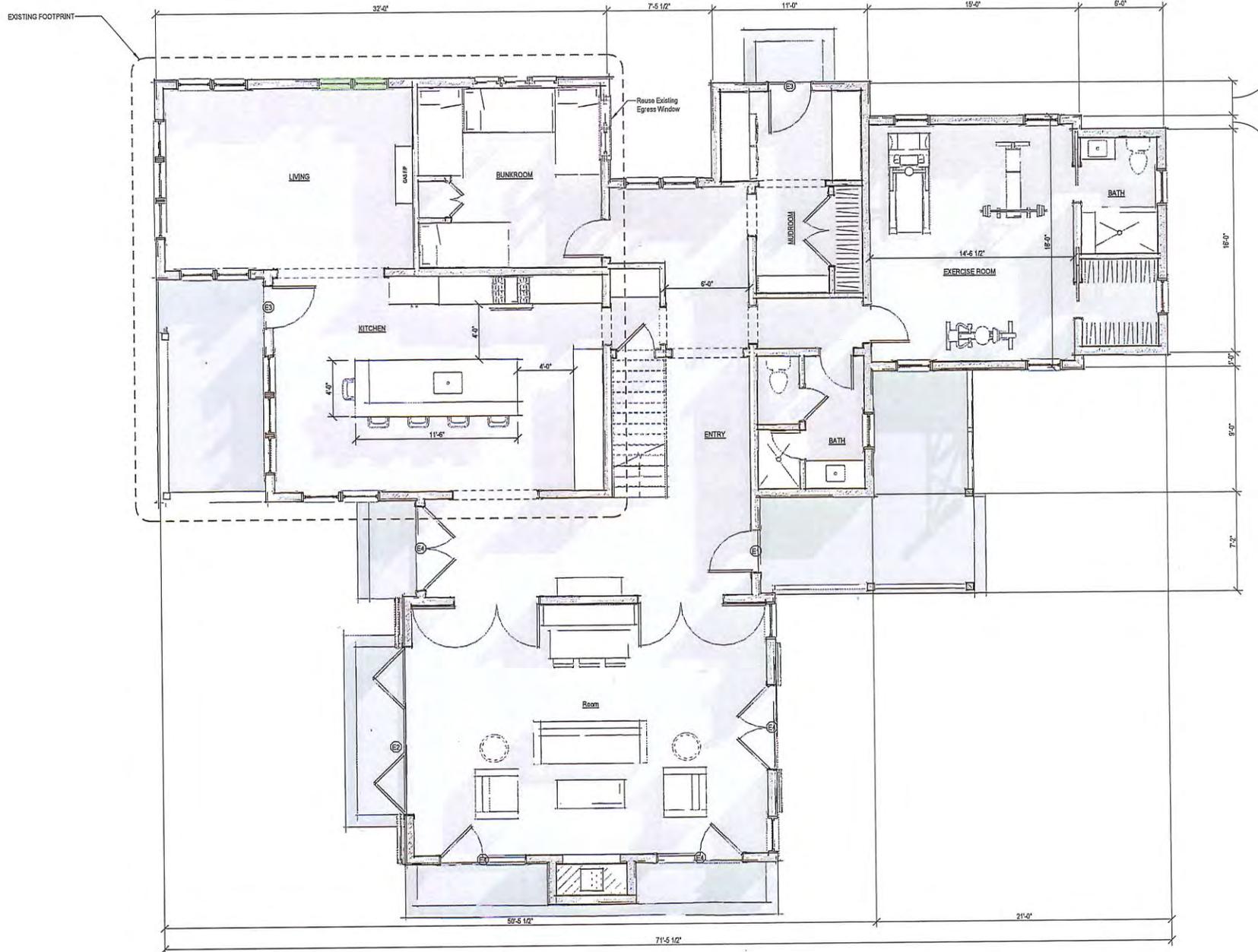
SITE  
1/16" = 1'-0"

- All Trim To Be Natural To Weather
- All French Doors To Be Terralone

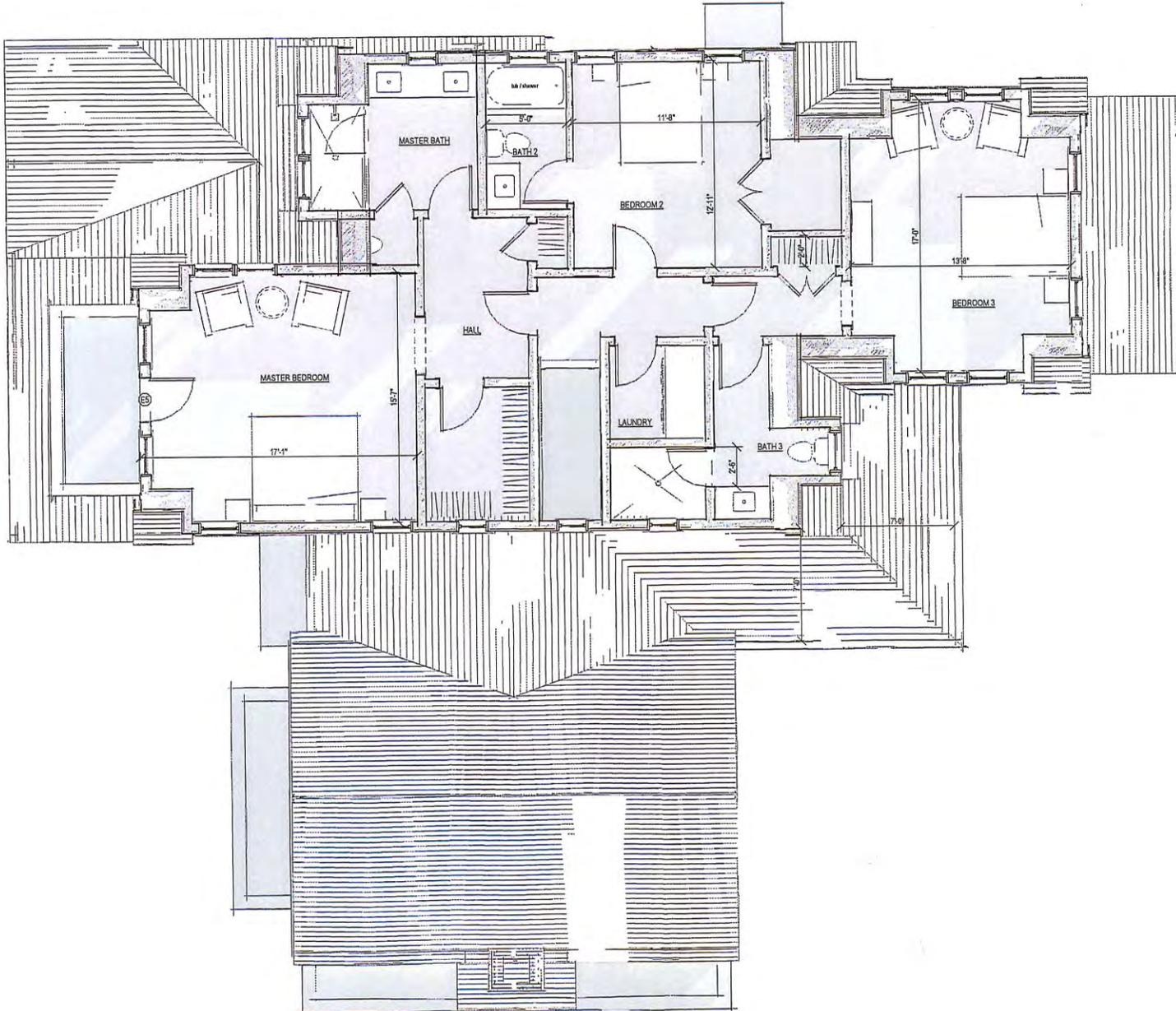
RECEIVED  
OCT 31 2019

APPROVED  
JUL 16 2019 # 72738  
NO EXISTING UTILITIES  
WITHOUT HDC APPROVAL





1 First Floor Plan  
1/4" = 1'-0"



1 Second Floor Plan  
 1/4" = 1'-0"

PARTITION LEGEND	
	Existing 2x4 Partition, Dimensioned to Face of Wall Finish
	Proposed 2x4 Partition, Dimensioned to Face of Stud

EXISTING CONDITIONS NOTES:

All Trim To Be Natural To Weather, Typ.



Straight Chimney, With No "Cheats"

All French Doors To Be Terralone

Opaque Wood Doors Natural To Weather, Typ

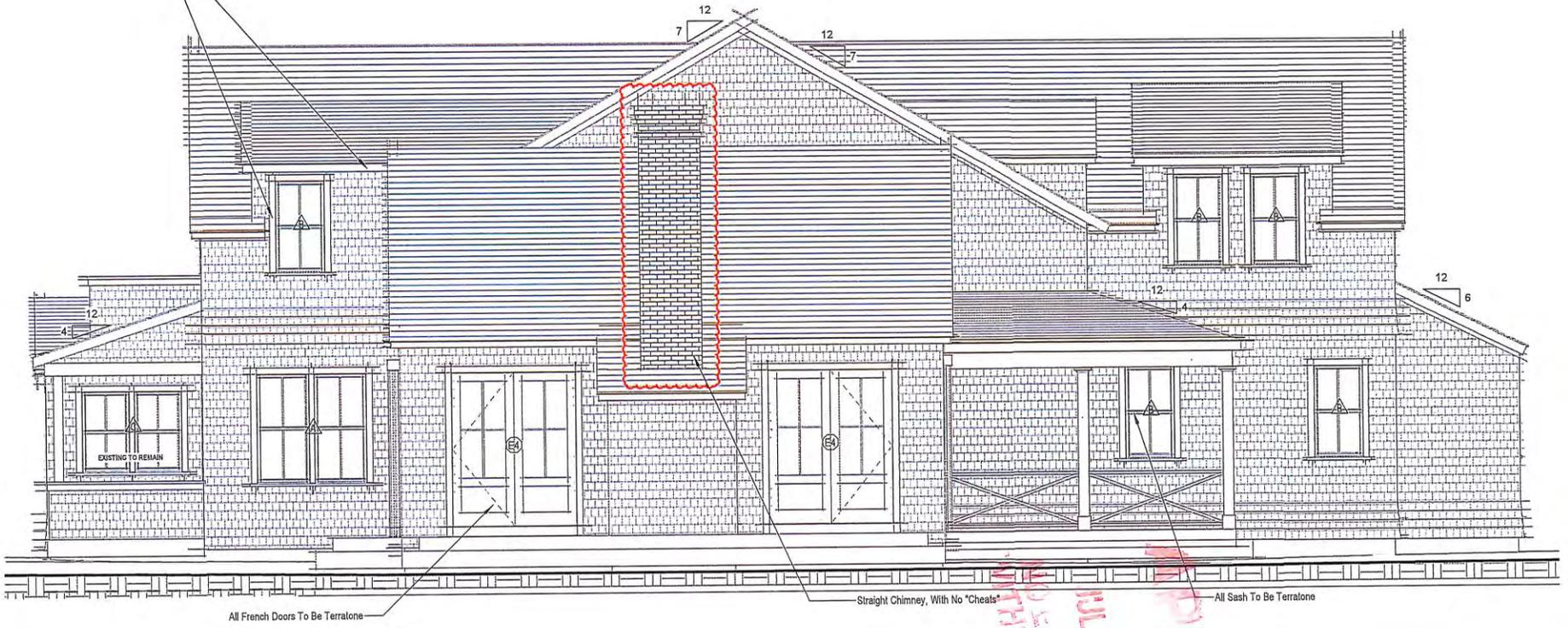
All Sash To Be Terralone

1 East Elevation  
1/4" = 1'-0"

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BY

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MAY 16 2019 # 72738  
NO CHANGES WITHOUT THE PERMISSION

All Trim To Be Natural To Weather, Typ.



2 South Elevation  
1/4" = 1'-0"

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AUG 21 2019  
BY

APPROVED  
JUL 16 2019 # 72738  
WITHOUT HIS SIGNATURE



1 West Elevation  
1/4" = 1'-0"

APPROVED  
 JUL 6 2019 # 72733  
 NO. 101115 01 1985  
 CITY OF HOUSTON, TEXAS

RECEIVED  
 OCT 31 2019  
 BY

**APPROVED**  
JUL 16 2019 #72738  
**NO EXTERIOR CHANGES  
WITHOUT HDC APPROVAL**

All Trim To Be Natural To Weather, Typ.



**2** North Elevation  
1/4" = 1'-0"

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By