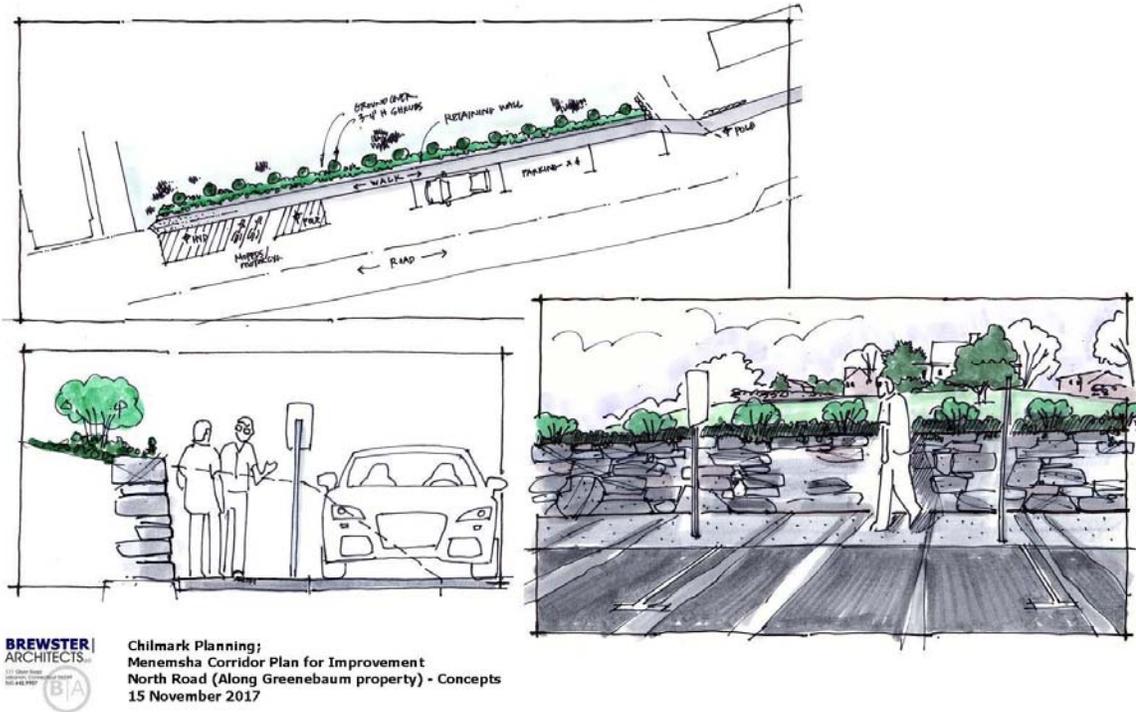


Additional comments received at conclusion of the final report are addressed below.

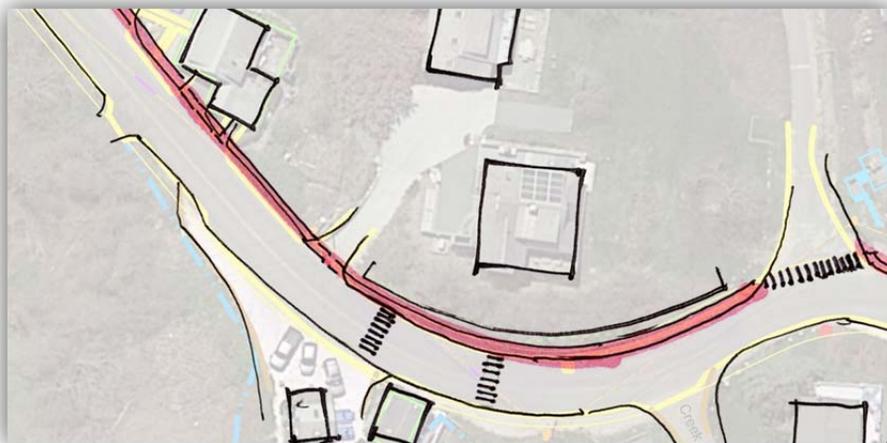
- B.0 Develop drawings showing an overview, an elevation and a section of the North Road/Greenebaum lot area developed for an additional walkway.  
*Response: Additional views of the Greenebaum property have been provided.*



Above: Updated North Road parking along Greenebaum property.

- B1.0 Provide on page 10, more clarification on exactly what is recommended for the Basin Road walkway/path.

*Response: This is shown as much as possible on the 'Overall Key plan – Concepts' as well as the enlarged plan views. Further definition of exactly where there is shell/gravel vs. existing pavement will require a much larger scale engineering drawing/survey to identify and finalize.*



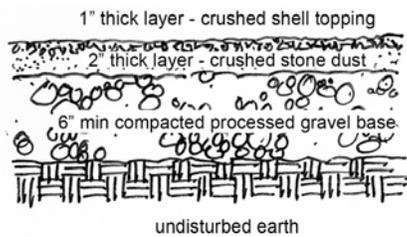
Above: Updated Basin Road (North Road to Dutcher Dock) Concepts drawing showing additional cross-walks at 'The Bite.'

B1.1 Illustrate exactly where the shell/rock path is and where the painted areas and crosswalks are located and can you provide a very clear recommendation for the entire walkway/path in this area so that the person implementing the plan is clear on what is to be done.

B1.2 Add an additional sketch that fleshes out the Basin Road walkway so that more details could be seen.

*Response: Further definition of exactly where there is shell/gravel vs. existing pavement will require a much larger scale engineering drawing/survey to identify in the next phase.*

*Generically, wherever there is existing bituminous pavement adjacent to the roadway (i.e., parking for retail and restaurants, etc.), a simple painted path matching the shell/gravel path is proposed over the existing pavement. Discussions indicate that the painted path should be demarcated in solid gray pavement paint with a white painted edge line.*



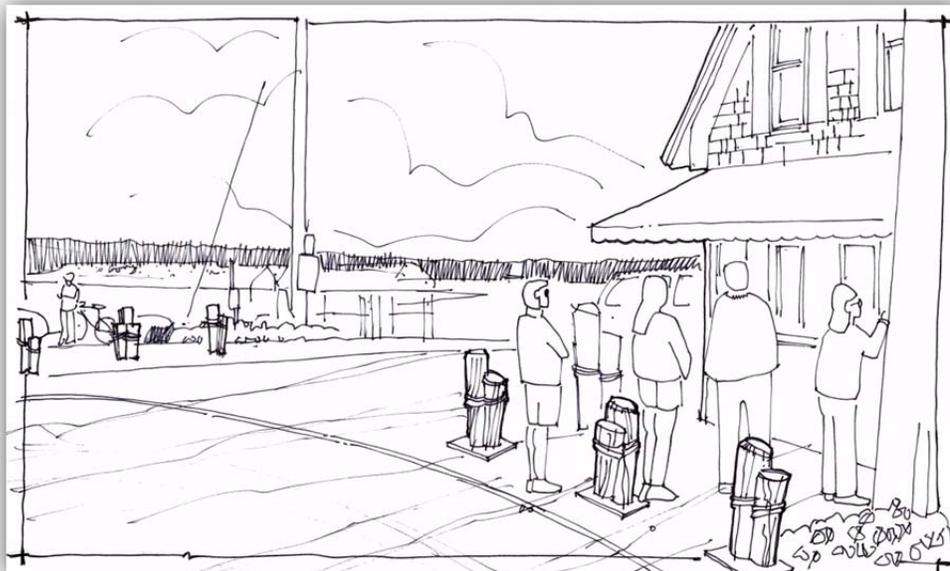
Above: Cross-section through typical shell/gravel walkway



Above: Typical walkway with pavement marking.

B2.0 Provide on page 12:

- a. Provide an additional sketch description and of the waiting area in front of the Galley.



Above: Looking west toward The Galley.

- b. Recommendations #4 & #5 do not appear to be shown on the accompanying sketch.

*Response: Refer to Greenebaum parcel update, above.*

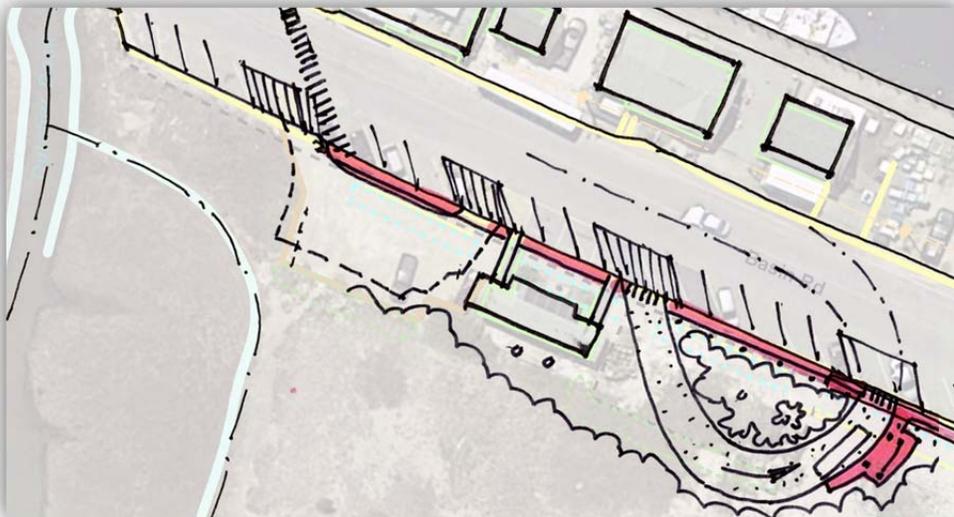


Above: Updated vehicle and moped parking near Greenebaum parcel and bicycle racks at the Galley cul-de-sac.

- B3.0 The subcommittee discussed their recent discussion with Kent Healy, engineer, regarding the unlikely feasibility of the VTA buses traveling behind the Comfort Station and the bus turnaround in the rear of the comfort station is not feasible due to the leaching fields being there. Can these be hardened?

*Response: It is our experience that leaching fields can be covered over with paving materials, depending on depth of coverage, and base material. I will defer to Mr. Healy on the existing conditions.*

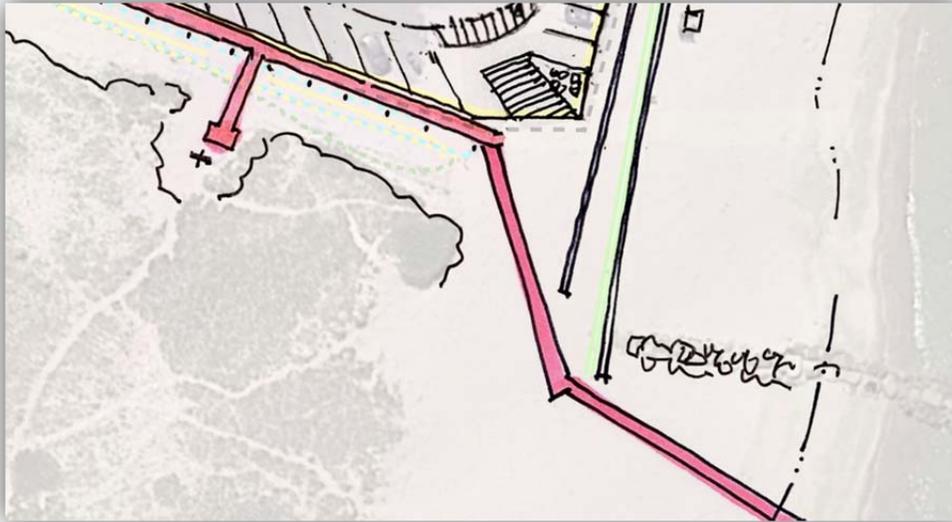
- B3.1 Provide sketch at turnaround after the comfort station, on pages 13-15, that the first south side "shell lot" remains and an additional "shell lot" is to be added on the north side of the Comfort Station with a passenger drop-off and embarkation site on that north side.



Above: Alternative Bus Turn-around beyond the Comfort Station, with Bus Shelter on north side.

B4.0 How will replacing concrete stops with the pier posts impact snow removal in the area?  
*Response: Existing pre-cast wheel stops are presently removed during the winter months to facilitate plowing. The proposed posts will not be removable, but will be visible above grade such that plowing parallel to the posts will be obvious, and spaced such that plowing between them is possible as well to push back as required.*

B4.1 Provide an illustration of how a person using a wheelchair or walker or other type of access vehicles would access the beach from the parking lot.  
*Response: Drawing (p. 8) Dutcher Dock to Menemsha Beach Parking shows the proposed beach access through the new and existing headwall for a fairly direct route to the waterline. Alternatively, the path can be flipped such that the bulkhead can remain as it presently is, and the path configured to the north of the breakwater to the highwater line.*



Above: Alternative beach access on north side of headwall and break-water.