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Martha's Vineyard Commission

DRI # 612 – Bradley Square

MVC Staff Report – 2008-05-29

Note: New Information printed in bold type except the Traffic Section (all new)

1. DESCRIPTION

- 1.1 Applicant:** Island Housing Trust Corporation (Philippe Jordi - Executive Director); Island Affordable Housing Fund (Patrick Manning – Executive Director); John Early (Contractor & Builder)
- 1.2 Project Location:** 96 Dukes County Avenue and 8 Masonic Avenue, Oak Bluffs Map 11 Lots 193 & 195 (6,098 sf and 12,632 sf = 0.43 acres). The property was approved by the Planning Board for a Form A re-subdivision of the two lots to be three lots (See Attached Form A Plan). This subdivision may void the applicant's ability to extend the B-1 Regulations into the R-1 District because it eliminates the pre-existing lot (Section 2.3.2.5). Furthermore, subdivision in a commercial district is a trigger on the DRI Checklist and should have been referred to the MVC.
- 1.3 Proposal:** To move and renovate an existing building to create a cultural center with **one** residential unit and an office and to build two new buildings with five residential units each. **Three of the eleven units would meet the 40b affordability requirements of 80% AMI or less. Nine** of the **eleven** residential units would have permanent rental and resale restrictions to remain **at or below 140% AMI. The Applicants submitted a revised site plan May 9.**
- 1.4 Zoning:** A 40B Comprehensive Permit is required for this project as proposed. The Oak Bluffs ZBA has submitted a letter indicating that the proposal to create a "cultural arts center" and "office space" in the residential district may be prohibited. Only churches and schools are allowed presently and any other use would require a variance. A second issue the ZBA raised was the extension of the B1 use into the R1 portion of the divided lot for the sole purpose of eliminating setback requirements for one of the two proposed 5-unit structures. The provision to allow expansion of the commercial district regulations is in the by-laws to enlarge business uses not residential uses. A variance is also required for moving the building into a position with a non-conforming front setback (though less non-conforming than existing). This project has filed for a Comprehensive Permit with the State. If the Denniston Building is determined to be a single-family dwelling (Section 7.1) then the project requires a Special Permit from the ZBA for conversion into a duplex. If the Denniston Building is not determined to be a single-family dwelling and is therefore subject to Section 7.2 then it requires another variance. A Special Permit from ZBA is required for expanding the B-1 Commercial District regulations 30 feet into the abutting Residential land. However, as noted above, the provision was made for enlarging business.
- 1.5 Local Permits:** Comprehensive Permit from ZBA as noted above; Building Permit, Special Permits as noted above; Variances as noted above; Wastewater Commission.
- 1.6 Master Plan:** The proposal is in line with the following goals and policies of the Oak Bluffs Master Plan: Encourage rehabilitation of aging dwellings as an alternative to new construction, particularly for affordable housing; preserve and maintain existing cultural and historic resources. The proposal is at odds with the following goals and policies of the Oak Bluffs Master Plan: manage growth in the residential districts in order to stabilize spending for services and to maintain the rural character; alleviate parking problems in neighborhoods adjacent to downtown; reduce congestion in town. If this project is considered an expansion of commercial uses into a residential area (see below), it

would also be at odds with: Restrict business growth to locations within existing business districts; do not expand business districts.

- 1.7 Surrounding Land Uses:** The lot is surrounded by primarily single-family homes and is close to the "Arts District". The Arts District is an unofficial designation by local merchants that has no legal standing. It is not in the Master Plan or Zoning.
- 1.8 Project History:** The Building was built in 1895 as a Mission to help Portuguese immigrants assimilate into American society. In the 1920's the building became the Bradley Memorial Church, the first primarily African-American Church on the Island. The reverend Denniston lived upstairs with his family of five children. The building has been largely abandoned for several decades. The properties were purchased on June 29, 2007 for \$407,250 and \$497,750 for a total of \$905,000 by the Island Affordable Housing Fund, Inc. They have a purchase and sales agreement with the Island Affordable Housing Trust Corporation pending permits.
- 1.9 Project Summary:**
- To move and renovate the former Bradley Memorial Church (inside the Denniston Building) into a cultural center (788 sf) and an office (209 sf) on the ground floor with a kitchen and bathroom, and create **one** residential unit on the second floor. The total size of the renovated Denniston building is 5,133 square feet including the basement. The building is proposed to be moved approximately 70 ft. to what would remain of the R-1 district. The Cultural Center is proposed to be owned and operated by either a non-profit or a municipal entity to host an as yet undefined assortment of events.
 - There would also be two more buildings with 5 residential units each (4,033 sf each not including basement). These would have two 913 sf artist live/work units each and two 626 sf one-bedrooms each. On the third floor of each new building would be a market rate 1,004 sf two-bedroom apartment. The plan is for the four live/work artist studios and the six residential units to be sold for between \$150,000-\$325,000 for families earning between \$35,000 - \$95,000 annually. There would also be two market rate residential units. The ten non-market rate units would have permanent rental and resale restrictions.
 - **The revised site plan moved the Bradley 1 building back 10 feet from its previous position and moved the Bradley 2 building back 6 feet from its previous position. The original proposal had 24 feet between the two buildings and the revised plan has 20 feet between them. One of the two residential units proposed for the second floor of the Denniston building has been dropped.**

2. ADMINISTRATIVE SUMMARY

- 2.1 DRI Referral:** Oak Bluffs Selectmen (February 22, 2008))
- 2.2 DRI Trigger:** 3.401a: Any development, including the expansion of an existing development, which proposes to create or accommodate: a) ten (10) or more dwelling units.
- 2.3 Pre-Application meeting with staff:** November 30, 2007
- 2.4 LUPC:** Pre-Application LUPC February 11, 2008; Traffic Scope March 10, 2008. Mid-Hearing Review May 12, 2008. **Post Public Hearing Review June 2, 2008 and June 16, 2008 if necessary.**
- 2.5 Site visits:** March 20, 2008 at 8:30 am
- 2.6 Public Hearing:** March 20, 2008; April 17, 2008, **Continued to May 22, 2008.**
- 2.7 Deliberation & Decision: June 19, 2008.**

3. PLANNING CONCERNS

3.1 **Some Key Issues**

- How will this project – with a cultural center, 11 residential units and an office – impact traffic, parking, and safety on Masonic Avenue, a fairly busy vehicular cut through street?
- How much activity and what type of events will the Cultural Center create?
- How will this much development affect the neighborhood?
- Do the enlargement of the B1 District, and the proposed Cultural Center, two artist live-work spaces, and the office, constitute an expansion of commercial activities into the Residential District and, if so, is this acceptable?
- What is the use category of the Cultural Center in zoning terms?
- What are the impacts derived from the fact that the project is significantly larger in mass and scale than most buildings in the neighborhood? Is this too much intensity of use on this site (0.43 acres)?
- How will parking be handled, especially during Cultural Center events?
- Should an internal drive be allowed along the periphery of the entire site (normally a buffer)?
- Does the renovation of the Denniston Building, which combines some preservation with house moving, renovation, replacement, and expansion, constitute “historic preservation”?
- Can more trees, especially the street trees, be saved?

3.2 **Environment**

- **Vegetation:**
 - Currently the property has many mature large oak trees.
 - The applicants have submitted a recently prepared study of the health of the trees with an accompanying map of the tree report.
 - Of the 27 mature trees mapped on the property 20 are proposed to be cut due to the proposed locations and size of the buildings and 7 would be retained.
 - Of the 27 trees on the property 5 were rated as GOOD and of these 3 would be cut and 2 would remain.
 - 10 were rated as FAIR and of these 6 would be cut and 4 would remain.
 - All 12 trees rated POOR would be cut. None were rated Excellent.
- **Habitat:** This is not an NHESP habitat area.
- **Landscaping:** A landscaping plan has been submitted and is posted on the MVC Website.
- **Open Space:** A community green space is planned between the relocated Denniston Building and one of the two new buildings. Private garden space for the tenants is also planned.
- **Lighting:** The DRI Application states that lighting will be designed to have as little impact on the neighborhood as possible. Path lighting would be low. Low glare wall sconces would be located at doorways.
- **Noise:** The addition of a cultural center assembly space with attendant crowds will impact the neighborhood. The applicants propose to install a six-foot wood fence along the back of the property.
- **Energy/Sustainability:**
 - Proponents have said they will look into achieving LEED Certification.
 - The DRI Application states that all residential units will achieve an Energy Star rating of 50% or more of Massachusetts Building/ Energy Code.

- Waste Management: A trash dumpster is located on the site plan at the back interior corner of the property on the service road.
- **Water:** Town water.
- **Wastewater / Stormwater:**
 - The project will be connected to the town sewer.
 - The Oak Bluffs Wastewater Commission approved the tie-in of the Bradley Square project with 1,200 gallons per day and the installation of a grease trap.
 - Applicants plan to have gutters on all buildings tied to downspouts connected to dry wells.
 - A driveway providing circulation on the property will be constructed of pervious material and sloped towards the grass lawn.
 - Runoff from the Circuit Avenue end of the site will contribute to the Farm Pond stormwater infiltration site at Viera Park. The other half of the site contributes runoff toward Sunset Lake. The parking area and driveway are proposed to be gravel that would lower the amount of stormwater runoff.

3.3 Transportation

▪ **Traffic Summary:**

- A traffic study **has been** prepared by Charles Crevo and will be presented a continued Public Hearing.
- Automatic traffic recorders (ATR) were installed from March 21 to March 27 at Masonic Avenue, between Dukes County Avenue and Circuit Avenue, Dukes County Avenue between Masonic Avenue and Vineyard Avenue, and Circuit Avenue between Masonic Avenue and Warwick Avenue.
- Manual turning movement (MTM) counts were conducted for the March 2008 peak weekday hour (AM and PM) and the Saturday Mid-Day peak hour at the intersections.

		Avg. Daily trips	Peak Hour Trips	
Dukes County Ave	Weekday	2,026	267	9.4%
	Saturday	2,132	188	8.3%
Circuit Ave	Weekday	2,196	274	12.5%
	Saturday	2,687	237	8.8%
Masonic Ave	Weekday	433	56	12.9%

• **Sightlines**

- Drivers exiting Masonic Avenue at Dukes County Avenue must almost enter the intersection to have a clear view southerly because of trees.
- A similar sight line condition exists to the north because of the proximity of the Periwinkle Gallery to the road right-of-way.

• **Parking**

- Existing Masonic Avenue on-street parking is informal with parking on unmarked shoulders available on both sides. Off-pavement parking is possible due to the absence of raised curbing. Parking on adjacent roadways is similar.
- Parking in the neighborhood was quantified by three parties: a Dukes County Avenue resident, Ms. Alison Shaw, identified 123 spaces within a three-minute walk to the

proposed project; the applicant identified 187 spaces; and MVC staff identified 82 possible spaces within a shorter distance.

- As an integral part of the proposed Bradley Square development, a driveway constructed of pervious material will provide circulation behind the buildings and includes spaces for parking **eleven (11)** vehicles. Off-street and on-street parking will serve the residential units and the office, as well as one (1) handicap parking space for the Cultural Center.
 - The parking demands for the various uses of the proposed Bradley Square complex follow:
 - **Multi-Family Residential Units:**
 - Data in the ITE report indicate an average weekday peak period parking demand of 1.46 vehicles per dwelling unit for Land Use Group (LUG) 230, Residential Condominium/Townhouse. An average of 1.5 spaces per unit is applied, resulting in a demand of 18 spaces. It could be argued that, since this project is located within walking distance of the center of town, the demand for resident's parking spaces might go down to 1.0 spaces per unit, the lower end of the range in the ITE manual; however, keeping it at 1.5 compensates for the visitation to studios when they are open to the public.
 - **Office:**
 - The ITE data for LUG 701 indicate an average peak parking demand of 2.84 spaces per 1000 sf GFA. The 213 sf of office space proposed in the Denniston Building creates a demand for one (1) parking space.
 - **Assemblage:**
 - There is no comparable category in the ITE *Trip Generation Manual* to the Cultural Center. The data summarized for several municipalities will be used. The space requirement for a potential assembly of individuals in the Cultural Center averages one space per three (3) seats. Applying that rate to the stated 74 seats maximum, 25 spaces are required to satisfy the demand.
 - In total, under assumed conditions, the project generates an estimated demand of 44 spaces.
 - The Bradley Square project site plan identifies parking nine (9) spaces on the property – one of which is for handicap parking – and six (6) on-street, for a shortfall of 29 spaces (including on-street in front).
 - The applicant has not decided yet whether the 8 non-handicap off-street spaces will be assigned to the residential units and artist live/work units.
 - The balance of the required spaces will have to be provided on-street or at remote parking facilities.
- **Vehicle Crash History**
 - For the three most recent years (2004-2006) for which MassHighway data are available, five (5) of the six (6) reported vehicle crashes occurred at the Masonic Avenue/Circuit Avenue intersection, four of which were angle-type collisions. The one vehicle crash reported for the Dukes County Avenue/Vineyard Avenue intersection was a rear-end collision. No incidents were reported at Dukes County and Masonic Avenues.
 - **Public Transportation**

- The Vineyard Transit Authority (VTA) Route No. 7 passes through the Circuit Avenue/Masonic Avenue/Pocasset Avenue intersection. The service is provided throughout the year, with a more frequent schedule in the summer.
- The applicant advises that the town will be establishing off-site parking and a shuttle bus that will serve Dukes County Avenue from May to September 2008.
- **Site Generated Traffic**
 - The proposed Bradley Square site is presently unoccupied. The development of the land, as described earlier in this report, will primarily be devoted to residential condominiums, live/work studios, a small office, and a Cultural Center that will be available for a variety of un-defined uses. Each of the potential uses has different trip-making characteristics. Trip generation estimates used are the peak hour of the generator and do not necessarily coincide with peak hours of the adjacent streets.
 - The basis for estimating the trip generation rates of each follow:
 - **Residential:**
 - To estimate the number of trips generated by the residential component of the proposed Bradley Square site, the *ITE Trip Generation Manual* rates for residential condominium/townhouse (LUC 230) is used. No trip generation data are available for uses such as the live/work studios. However, during the peak hours being considered, the trip rates for LUC 230 are appropriate for occupants of the studios. Special events in the area and potentially at the studios, such as art strolls, are likely to be concentrated during summer months and at non-peak hours. The strolls are typically held in the summer and generate a demand for parking in the neighborhood.
 - **Office:**
 - In the preparation of this report, average rates for ITE LUC 710, General Office Building, will be applied.
 - **Cultural Center:**
 - The applicant has cited the nature of the center's use in the permit application as being "owned or operated by either a non-profit organization or municipality who will rent the 738 sf of net space for appropriately sized public and private functions of 35 to 74 person occupancy depending upon the type of use. Typical hours of operation are 8:00 AM to 9:30 PM.
 - The *ITE Trip Generation Manual* does not have a land use category that is representative of the proposed Cultural Center. To estimate the amount of traffic that will directly impact the intersections at each end of Masonic Avenue, an assessment of the number of vehicles that could park on Masonic Avenue is used as a base. Given that the parking spaces fronting on the proposed Bradley Square property will be assigned to the residential and studio units, only parking on the opposite side of the roadway will be available.
 - With a capacity of 74 persons, and at a rate of one (1) trip per three persons, an additional 25 vehicles could pick-up or drop-off passengers within a short time.
 - The intersections would experience temporary delays but will not experience a significant degradation in the expected levels-of-service (LOS). The trip generation calculations for the various proposed uses are presented in Table 3.

- Each of the three intersections currently operates at LOS A during the three time periods evaluated. For the proposed future conditions of the proposed Bradley Square, each of the three intersections will continue to operate at LOS A.

- **TRANSPORTATION CONCLUSIONS**

- **Traffic**

- The addition of trips generated by the residential component of the proposed Bradley Square project to traffic operations at the three intersections considered in this study will not result in the degradation of levels-of-service or safety.
- Because of the limited on-street parking on Masonic Avenue, visitors will undoubtedly seek parking elsewhere in the area. An additional 25 – 30 trips added to the traffic flow on Masonic Avenue will not adversely alter the levels-of-service at the Masonic Avenue intersections or at the Dukes County Avenue/Vineyard Avenue.

- **Parking**

- The proposed Bradley Square development is complex in terms of its uses, in particular, the parking aspects. Each demand is described following:
 - **Residential:**
 - The analysis of parking demand for the residential units and the live/work artist quarters indicates a short-fall of four (4) spaces when the average rate of 1.5 spaces per unit is applied. For 12 units, there is a demand of 18 spaces and a supply of 8 spaces (14 if you include six on-street spaces).
 - **Office:**
 - The 209 sf office will generate a demand of one (1) space. If the 14 spaces are assigned to unit owners, office parking will have to be on-street.
 - **Cultural Center:**
 - Given un-defined uses of the Cultural Center, the number of spaces required is also un-definable. It is clear that parking will be on-street or at remote locations.
 - The supply of on-street parking in surrounding neighborhoods will be dependent upon the distance one is willing to walk and a competing use for spaces by residents. An informal survey of available on-street parking does not account for summer demands of seasonal renters and visitors.
 - Remote locations will require a shuttle service for special events.
 - **Art Stroll:**
 - While not an official use of Bradley Square, visitors attracted to the area by galleries and the art strolls will require parking opportunities similar to the Cultural Center. Once they have parked, in addition to walking to the many galleries on Dukes County Avenue in close proximity to the Bradley Square development, visitors might also walk to the artists in the live/work studios or to activities in the cultural center. It is not clear whether this would add to the overall parking demand of art strolls.
 - In any event, these are infrequent, major events and a single project cannot be expected to resolve parking issues related to this activity. The Town's implementation of a shuttle bus service with remote parking does start to address this issue.
 - The residential and live/work components of the complex can be analyzed using standard procedures and fairly-well established trip generation relationships. There is little data for the Cultural Center and its potential uses as described herein.

- **SUGGESTED TRANSPORTATION MITIGATION**

- **Traffic Control Devices**

- Paint the stop bar pavement markings on Masonic Avenue at both ends for improved visibility.
 - Consider painting crosswalks at the same locations.
 - Install “No Parking to Corner” signs at the Masonic Avenue/Dukes County intersection approaches.

- **Public Transportation**

- Install VTA bus route signs at strategic locations to inform visitors that public transportation is available via Route 7.
 - Consider implementing a bus stop at the Masonic Avenue/Circuit Avenue/Pocasset Avenue intersection.

- **Parking**

- If the six (6) official on-street can be reserved for private use, assign one parking space to each owner (12) and consider reserving one or two additional spaces for handicapped visitors to the Cultural Center.
 - As proposed by the applicant, use the remote parking facilities (town hall and school) that will be available for special functions at the Cultural Center, with public shuttle during the summer and special shuttle for larger events off-season or if the Town shuttle is not operating.
 - The applicant should commit to providing a shuttle service for larger events during the summer, outside the hours of operation of the Town shuttle, and in the event that the Town stops offering the trolley. There does not appear to be a need to offer a shuttle in winter.
 - If the remote parking and shuttle bus proves ineffective and the nearby residential streets suffer unduly from a shortage of parking for residents, the Town should consider implementing a system “Resident-Only Parking”.

- **Town Initiatives Related to this Project**

- The Oak Bluffs Selectmen have approved (March 11, 2008) a town shuttle to a park and ride that would go by this property. **Oak Bluffs Town Meeting has approved \$20,000 for one year to run a trolley to the park and ride.**
 - The Oak Bluffs Selectmen have voted to appropriate money for a parking and traffic study for the Dukes County Avenue to look at traffic flow (one-way streets) in the neighborhood.
 - The Highway Department reports that Oak Bluffs has approved the construction of a sidewalk along Dukes County Avenue and Masonic Avenue beginning in Autumn 2008. **However, no plan has been developed and no money has been appropriated yet to do this.**

3.4 Affordable Housing

- **3 of the 11 residential units would count toward the Chapter 40B subsidized housing inventory of 10% for Oak Bluffs. The Town needs 27 units to reach the 10% threshold.**
 - **9 of the 11 residential units would be sold for between \$140,000- \$320,000 to income eligible applicants earning at or below 80% AMI and at or below 140% AMI.**

- The Island Housing Trusts master ground lease with the Bradley Square Leasehold Condominium Association should ensure that all residential units are permanently affordable.
- Chapter 831 Section 14(c) allows the possibility for a DRI approval even if the development would be inconsistent with local zoning provided “the inconsistency is necessary to enable a substantial segment of the population of a larger community of which the municipality is a part to secure adequate opportunities for housing, education, or recreation . . .”
- The condominium tenants will be charged +/- 150/per month for a ground lease fee and neighborhood association fee.
- Bradley Square project has agreed to work with Habitat for Humanity on one of the three affordable units serving individuals or households earning at or below 80% AMI.
- The Applicant states that “maximum sale price calculations show that all the sale prices are 30% or less of gross income for a specific household size at a specific AMI.”

The following table outlines the Affordability of DRI 612:

Bradley Square Project

Residential Units:	Price Range	Studio	1-bdrm	2-bdrms	Totals
Incomes at or below 80% AMI	\$145,000	2	1		3
Incomes at or below 100% AMI	\$190,000	1	1		2
Incomes at or below 120% AMI	\$230,000		2		2
Incomes at or below 140% AMI	\$270,000 (studio), 315,000 (1-bedroom)	1	1		2
Market Rate Units	TBD			2	2
Total Units		4	5	2	11

3.5 Economic Impact

- The property is an appropriate site for some infill development.
- **The Town of Oak Bluffs voted for \$475,000 in Community Preservation Committee be given to the project. \$400,000 for affordable housing and \$75,000 for historic records.**
- The applicant is paying the cost to be tied into the Town’s Water and Sewer.
- All **11** condominium residences will be paying residential property taxes.
- The potential impact on schools is likely to be minimal with mainly one-bedroom apt.s.
- The Oak Bluffs Principal Assessor estimates that the Bradley Square project will generate \$19,310.90 annually of real estate taxes.
- According to the Applicant “the cultural center will be owned and operated by either a non-profit organization or municipality who will rent the 788 SF space for ... public and private functions (maximum 87 persons). The hours of operation, types of functions, frequency of events, and rental policies of the cultural center will be consistent with similar venues owned and operated by the Martha’s Vineyard Preservation Trust, including neighborhood art openings, meetings, classes, and small theatrical productions and poetry readings; that can be rented by the meeting or class, for a specific amount of hours, or by the day... Similar venues managed by the MV

Preservation Trust (i.e. Baylies Room below the Whaling Church in Edgartown) are available seven days a week from 8 AM to 9:30PM but typically are only rented 20 to 40 hrs per week. The usage fees for similar venues rented by the MV Preservation Trust's guidelines are \$150 per meeting/ class or \$500 per day."

- Affordable / community housing to essential workers is in need on the Island.
- The four artisan's studios (live/work), cultural and historic components of the project are likely to increase economic activity within the B-I Business District.
- The project has the potential to be an anchor for the (unofficial) Art's District because of its size.

3.6 Scenic & Historic Values

- **Streetscape:**

- The loss of so many mature street trees, if allowed, would be a dramatic and negative change to the streetscape.
- The size and scale of the building will significantly alter the streetscape.
- Some streetscape profiles showing the proposal in the context of the neighborhood have been submitted. Additional streetscapes with more of the proposed buildings and more of the neighborhood are required.

- **Historic Preservation:**

- The existing Denniston Building would be moved, gutted, partially restored, & expanded.
- According to the Applicant "the renovation will consist of preserving, restoring, or historically replicating the treatments within the existing 788 SF sanctuary ... The Denniston building is however in serious disrepair and requires extensive rehabilitation if it is to be retained and will necessitate the gutting of the interior of the building in order to meet or exceed building code requirements for plumbing, electricity, insulation, windows, etc. specifically for the office in the first floor and residential units on the second floor... The building is being moved approximately 70 feet onto a new foundation to accommodate the programming of the two Bradley buildings..."

- **Building Massing:**

- The two new buildings (5 units each) and the renovated and expanded Denniston Building (Cultural Center and **1 unit**) would be significantly larger in mass and scale than the existing neighborhood context.
- All three buildings are designed as 2½-story buildings with two-story side walls and space within the roof and dormer windows on the third floor. There are a few other buildings of similar height and form in the general area but without occupied third floors.
- The building design attempts to minimize the visual impact of the buildings by incorporating one-story projections along the ground floor.

- **Architectural Detailing:**

- The architectural design of the two new buildings is in the style and character of other buildings in the area, with similar roof slopes, gable and dormer roofs, ratio of window openings to walls, shapes and styles of windows and doors, materials, and detailing.

- **Smart Growth:**

- The project is in line with several of the tenets of Smart Growth such as mixed-use, pedestrian friendly, in-town, in-fill development.

- **A.D.A. Accessibility:**

- Plans should be forwarded to the Architectural Access Board to ensure compliance. All four live/work artist spaces will be A.D.A. Accessible and they would be designed to be adaptable for A.D.A. habitation. If the live/work spaces are determined to be commercial space then accessibility would have to be made to the upstairs apartments. The Denniston building will have an A.D.A. compliant ramp.

3.7 Local Impact/Abutters

- Direct butters would be negatively impacted by the service road.
- Several in the neighborhood have expressed concern with the existing parking situation especially during events.
- The total project with the extension of commercial activities throughout the site would change the character of the neighborhood and help establish the "Arts District".

4. CORRESPONDENCE –

NOTE: All correspondence has been distributed at Public Hearings & posted on the MVC website calendar (<http://www.mvcommission.org/calendar.html>)

Summaries of all letters will appear in a later Staff Report
