

DRI 710 Redevelopment of Educomp Building – 4 State Road

Hi Xerxes,

Here are the final questions I received from commissioners:

1. Explain how signage and enforcement will be handled in regard to the parking spaces.
2. What is the proposed construction schedule (specifically, during the summer season)?
3. Having regard to the elm tree on the property line of the egress, is any construction activity proposed on the building façade or immediately adjacent thereto? Are there plans to improve the egress path and, if so, detail what is planned?
4. An applicant answer to a previous question indicated that further reduction of the mass and scale of the building addition would reduce the unit count which, per the response, would necessarily fall on the affordable/workforce housing offers. While this need not be the case, is the applicant's reluctance to undertake any further reductions premised solely on a financial model which is not workable with fewer housing units? If there are other considerations, please detail.

Also, we will need a complete list of offers, presented as a numbered list, before the close of the record. Let me know if you have any questions.

Thanks,

Alex

Alex Elvin
Development of Regional Impact (DRI) Coordinator
Martha's Vineyard Commission
The Olde Stone Building
33 New York Avenue
Oak Bluffs, MA 02557
(774) 563-5363

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1. Explain how signage and enforcement will be handled in regard to the parking spaces.

All parking spaces will have signage. With the exception of the parking space used for loading and deliveries and the handicap space, which will be signed accordingly, all parking spaces will include the signage “Parking for Permit Holders Only”



Tenants will be offered vehicle parking permit options; 24 hour, as well less expensive commuter and reverse commuter options. (times to be adjusted as required)

- 24 Hours Parking
- Commuter - (7:30AM – 6:00PM)
- Reverse Commuter - (4:30PM – 9:00AM)



Each Permit Holder will receive a color coded permit which would be displayed within the vehicle. Reverse Commuter permits include weekends and holidays.

Tenants will also receive guest passes for visitors and clients.

Vehicles who park onsite without a permit or guest pass will be towed at the vehicle owners expense by a local towing company who the applicant will contract.

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2. *What is the proposed construction schedule (specifically, during the summer season)?*

We plan on starting construction on receipt of building permits. Hopefully in the fall of 2022. The property boundary will be fenced and staging of materials and equipment will take place on site. We anticipate the project to take 24 months to complete.

We offer to curtail construction activities in July and August. Given the location of the site and influx of seasonal visitors in those summer months we believe curtailing activity involving large vehicles or exterior site work would help alleviate the impact the build out will have. Curtailing construction activity in the summer season may extend the construction timeline.

In summary, we offer to fence the property boundary during construction, we will have construction workers park onsite and follow the town guidelines with regard to permitted construction hours, we will curtail construction in the summer months July & August, and stage equipment and materials onsite.

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3. *Having regard to the elm tree on the property line of the egress, is any construction activity proposed on the building façade or immediately adjacent thereto? Are there plans to improve the egress path and, if so, detail what is planned?*

There are two elm trees near the egress property line. We intend to keep both of them and will seek the advice of a respected island arborist so that we do our utmost to protect the trees during construction. Both trees are over ~17ft away from the building's façade and ~13 ½ ft away from the window wells where the sunken sidewalk is proposed. Note yellow line showing edge of sidewalk.

One benefit of the project with regard to the two elm trees is the removal of the current asphalt driveway which is an impermeable surface which we propose to replace with cobble stone which is semi-permeable. That will let the root system of these trees absorb water over a greater area not currently available. Note landscaping plan. A third elm tree inline with these two was recently cut down by the abutters.



With regard to the building façade / the existing HVAC units on the façade will be removed and windows on the building replaced. A sunken sidewalk will be installed where the current window wells are shown in the photos. Note site plans. Similar to the cherry tree, we offer to expand the scope of the arborist we engage to include the two elm trees so as to advise on best ways protect the tree during construction. We do reserve the right to trim the canopy of the tree from time to time.

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4. *An applicant answer to a previous question indicated that further reduction of the mass and scale of the building addition would reduce the unit count which, per the response, would necessarily fall on the affordable/workforce housing offers. While this need not be the case, is the applicant's reluctance to undertake any further reductions premised solely on a financial model which is not workable with fewer housing units? If there are other considerations, please detail.*

Our reluctance to undertake further reductions in scale goes beyond project economics or reduction in number of units whether they be affordable/workforce/or market rate units. The principal issue with reducing the building's length is related to the grade of the site as it impacts the overall build.

The site slopes down towards the south side (towards Memorial Park). Shortening the length further would increase the grade at which first floor addition would need to be at. As a result the proposed 1st floor addition and existing first floor would no longer be level with one another; which will impact ADA accessibility and overall minimum height requirements as permitted by local building code. If we were to adjust the grade of the site to compensate the exterior grade would no longer sync with the grades of the abutting properties where we have a shared access driveway. Thus site grade plays a significant role in determining projects overall viability a build out.

We would like to note that the rear of the addition is set back over ~60ft from the rear lot line, which is further from Memorial Park tree line than other multi story structures as seen from the park - as noted in a prior Commissioner Question #10 – Photo noted below for reference.

