



# Martha's Vineyard Commission

## DRI # 259-M3 Edgartown Marine Expansion

### MVC Staff Report – 2017-01-24

#### 1. DESCRIPTION

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- 1.1 Applicant:** PM Edgartown LLC (aka Edgartown Marine Village); Prime Marine; Sean Murphy (attorney); Patrick Ahearn (architect).
- 1.2 Project Location:** 32 Herring Creek Road; Edgartown Map 29, Lot 51.1 (4.48 acres)
- 1.3 Proposal:** The proposal is to remove the four (4) existing buildings on the property and replace them with four (4) new storage barns that will encompass all of the existing uses on the property.
- 1.4 Zoning:** R-20; Residential District. The proposal is an expansion of a pre-existing non-conforming use. The proposal requires a modification to an existing Special Permit issued in 1987. Part of the site is located in the Island Roads DCPC (200' from Herring Creek Road).
- 1.5 Local Permits:** Building Permit; Modification to a Special Permit from Zoning Board of Appeals. Special Permit to exceed 26' height limit for pitched roof in the Island Road DCPC.
- 1.6 Surrounding Land Uses:** Residential.
- 1.7 Project History:** The Edgartown Marine boat storage facility was first established at this location in approximately 1962.
- In 1987 the property was reviewed as DRI 259 when they proposed adding two additional boat storage sheds (6,878 sf & 10,175) and a 400 sf waste storage building with a combined square footage of 17,453 sf to the three existing boat storage sheds with 30,930 sf. Conditions included:
    - The property was for the maintenance and storage of boats only; New buildings should have the same roof pitch; A landscape plan; The property now owned by the Land Bank was to remain open without storage; Plans for handling, storage of hazardous materials to be submitted; No underground storage tanks; A management plan for the storage and disposal of boat cradles.
  - The property returned to the MVC in 1989 with DRI 297 with a proposal to add another 7,800 sf shed but the proposal was withdrawn.
  - In 1994 the property returned to the MVC as DRI 392 with a proposal to relocate the parts department from the downtown location to the Herring Creek Road location. The modification was approved and remanded to the Town without a public hearing review.
  - In 1998 the open lot Map 29 Lot 51.2 (3.5 acres) was sold to the Land Bank.
- 1.8 Project Summary:** The proposal is to remove the four (4) existing buildings on the property and replace them with four (4) new storage barns that will encompass the existing uses.
- The proposal also includes 3 small homes to be leased to employees (one 3-bedroom {1,444 sf} and two 2-bedrooms {1,244 sf} to be built on an as needed basis. They are currently not needed. The timing and criteria for when they would be built is unclear at this time.
  - Currently approximately 450 boats are stored on the property and that number is not proposed to be exceeded. The boats will now be stored inside new barns.
  - The existing buildings include 4 storage sheds of 22,700 sf; 11,000 sf; 14,000 sf; and 400 sf for a total of 48,100 sf.

- The proposed building include Barn I (21,188 sf); Barn II & Service (36,172 sf); Barn III (11,336 sf) and Forklift Storage Building (920 sf) for a total of 69,616.
- The proposed boat storage buildings (69,616 sf) and the three new houses (3,932 sf) combined amount to a total of 73,548 sf.
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## 2. ADMINISTRATIVE SUMMARY

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- 2.1 DRI Referral:** Edgartown Zoning Board of Appeals
- 2.2 DRI Trigger:** The project was referred under Section 1.2 (Modification to a Previous DRI); However the project also triggers Sections 3.1a (Commercial Dev. over 3,000sf); 3.1c (Commercial Dev. over 3,000sf w/ Mixed-Use); 3.1d (New Comm. Auxiliary Building over 1,000 sf resulting in over 2,000 sf); 4.2 Mixed Use Development). 3.1a and 4.2 are DRI referrals requiring a mandatory public hearing review.
- 2.3 Pre-Application meeting with staff:** December 6, 2016.
- 2.4 LUPC:** January 23, 2017.
- 2.5 Site visits:** February 14, 2017 at 9:30 am.
- 2.6 Public Hearing:** February 16, 2017

## 3. PLANNING CONCERNS

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### 3.1 Some Key Issues

- **Character:** How will the expansion of this pre-existing non-conforming use impact the rural and residential character of the area?
- **Hazardous Waste:** Staff would like an updated plan for handling, storage and disposal of hazardous materials to be submitted.
- **Impact on Abutters:** Staff would like to see the proposed buildings and property lines staked.
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### 3.2 Environment

- **Vegetation:** A wooded area at the rear of the property near the water tower would be cleared and graded to accommodate the new buildings.
- **Habitat: The property is not designated** NHESP habitat but does abut some land that is.
- **Landscaping:**
- **Open Space:**
- **Lighting:**
- **Noise:** Construction Schedule:
- **Energy/Sustainability:**
- **Waste Management:** Staff would like an updated plan for handling, storage and disposal of hazardous materials to be submitted.
- **Water Source:** Town water.
- **Wastewater / Stormwater:**
- **Nitrogen Loading:**
  - The property is in the Katama Bay Watershed.
  - Soil type is Carver loamy coarse sand, with a 0-3% slope.
  - This soil type is very deep, nearly level and excessively drained.
  - The status of the watershed is slightly compromised –exhibits some signs of water quality problems.

- The Katama Bay Watershed Budget is 16.5 kg/acre/yr.
- For a 4.48 acre lot the maximum allowable load under the MVC Water Resource Policy for nitrogen is 74.19 kg/yr.
- The proposed housing with title 5 septic systems would generate approximately an additional 16-22 kg/yr.
- All stormwater is to be mitigated on site through BMP's such as vegetated swales.
- All runoff from boat washing and fluids must be contained and disposed of properly.

### 3.3 Transportation

- **Traffic Study:** LUPC voted that an independent traffic study by an engineer was not required.
- **Access:** The site is accessed with 2 driveways from Herring Creek Road.
- **Parking:**
- **Sight Lines:** The sight lines are adequate.
- **Trip Generation:**
- **Mass Transit, Bicycle and Pedestrian:**
  - The Martha's Vineyard Transit Authority (VTA) provides bus service along Herring Creek Road.
  - A Shared Use Path (SUP) runs along Herring Creek Road in front of this property.
- **Traffic Summary:**

### 3.4 Affordable Housing

- The applicant has offered to develop employee housing in the future or pay the monetary mitigation if the employee housing is not developed.
- The MVC could condition the payment of the monetary mitigation to be paid at a specific point in time, or some other mechanism such as a Certificate of Occupancy (CO), if future employee housing is not developed.

### 3.5 Economic Impact

- The potential impacts to municipal services such as police and fire are likely to be minimal.
- The project will be code compliant for fire safety.
- It is not anticipated that there will be an impact to schools.

### 3.6 Scenic Values

- **Streetscape:** The current operations are visible from Herring Creek Road, part of the Island Roads DCPC. The new buildings will be larger and taller but also better designed and intended to look like barns.
- **Building Massing:** The new buildings will be larger and taller but also better designed and intended to look like barns.
- **Architectural Detailing:** The new buildings intended to look like barns.
- **A.D.A. Accessibility:** The new buildings would have to be A.D.A. accessible.

### 3.7 Local Impact/Abutters

- Abutters in the past have objected to the expansion of the non-conforming use.

## 4. CORRESPONDENCE –

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### 4.1 **Town Officials:**

4.2 **Island Organizations:** James Lengyel of the M.V. Land Bank has written asking the MVC to consider conditioning a trail easement to connect Norton Fields and Mill Hill Road.

### 4.3 **Public:**