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Martha's Vineyard Commission

DRI # 613 Doug Hoehn Building

MVC Staff Report – 2008-04-30

1. DESCRIPTION

- 1.1 Applicant:** Doug Hoehn (Schofield, Barbini, and Hoehn, Inc.)
- 1.2 Project Location:** DeBettencourt Way, Tisbury Map 23A Lot 19.3, 19.4, (1.11 acres)
- 1.3 Proposal:** To divide two commercial lots into three commercial lots, build one two-story commercial building (2,688 sf), and set master plan guidelines for the two remaining lots.
- 1.4 Zoning:** B-2 Commercial
- 1.5 Local Permits:** Building Permit;
- 1.6 Surrounding Land Uses:** Cemetery and businesses.
- 1.7 Project History:** This lot has never been developed before. The Town had considered
- 1.8 Project Summary:** To divide two commercial lots into three commercial lots, build one two-story commercial building (2,688 sf), and set master plan guidelines for the two remaining lots. The building that is proposed would house a surveying/engineering firm (10 employees) on the main level and two smaller office spaces on the lower level with a one-bedroom staff apartment. The applicant would also like to establish parameters and guidelines for siting, layout, traffic flows, and wastewater flows for the remaining two lots.

2. ADMINISTRATIVE SUMMARY

- 2.1 DRI Referral:** Ken Barwick, Tisbury Building Inspector (April 1, 2008)
- 2.2 DRI Trigger:** 3.201; 3.301a; 3.401a
- 2.3 Pre-Application meeting with staff:** March 27, 2008
- 2.4 LUPC:** April 7, 2008
- 2.5 Site visits:** May 1, 2008 at 8:30 am
- 2.6 Public Hearing:** May 1, 2008

3. PLANNING CONCERNS

3.1 Some Key Issues

- The project is in a nitrogen sensitive watershed.
- The Upper State Road area in Tisbury is identified as an area for future growth. However the area is mostly in a nitrogen-sensitive watershed and is not connected to the Town Sewer (even though it is nearby). Development that has to come to the MVC will be curtailed in this area, as we have seen in several cases recently and will continue to see again and again, until a solution for wastewater is planned and implemented.

3.2 Environment

- **Vegetation:** The lot was cleared several years ago by the previous owner.
- **Habitat:** This is not an NHESP habitat.

- **Landscaping:** A list of plants for the bio-retention swale and foundation plantings will be presented at the Public Hearing.
- **Open Space:** The size and commercial nature of the property do not allow much room for Open Space.
- **Lighting:** Exterior lighting will be minimal limited to that required by code and will be downward shielded on a timer.
- **Noise:**
- **Energy/Sustainability:**
 - Applicant has consulted with Kate Warner of Under the Sun as an energy consultant and will continue to do so during the design and construction of the project.
 - Applicant is working with Matthew Viaggio, insulation consultant and contractor, to design and install a system of cellulose and high density foam insulation and venting.
 - The architects for the applicant, Sullivan & O'Connor, have been asked to incorporate energy efficient windows and doors that exceed the requirements in the Mass. Building Code and utilize techniques outlined in the EnergyStar building program.
 - Energy efficient lighting, such as compact fluorescents, will be used wherever possible.
 - Tankless (on-demand) hot water units are proposed.
 - Options for a high efficiency heating and air conditioning system are being discussed with the architects and consultants
 - Thermostats will be on timers to save heating/cooling costs when the building is unoccupied
 - The building has been oriented to take advantage of southern exposure and the applicant is proposing an 8 panel Grid-Tied Solar Electric System, if it is determined that it is economically feasible to do so.
 - The applicant will continue to work with the architects, consultants and the MVC to create a design that maximizes the energy efficiency of the building and the site.
- **Waste Management:**
- **Water:**
 - Town Water
- **Wastewater/Stormwater:**
 - The property is situated at approximately 100 feet elevation and groundwater would be found at a depth in excess of 90 feet below grade. The site is near the northern edge of the Tashmoo watershed. The soil type is Carver loamy coarse sand on 3 to 8 percent slopes.
 - The property is 1.11 acres in area. 1
 - It is in the Tashmoo watershed and has a nitrogen allocation of 5.6 kilograms per acre per year. The allocation for this size lot is 6.2 kilograms per year.
 - The Policy allows for a 50% bonus for in-Town smart growth projects that would bring the allowable load to 9.3 kilograms per year.
 - The nitrogen loading from the proposed project is approximately 21.7 kilograms per year from all sources. These figures do not include landscaping which can be minimized with the use of native or low maintenance plants.
 - Stormwater nitrogen may be lowered through the use of bio-retention swales but this is a small portion of the total load.
 - The proposed project exceeds the limit by 12.4 kilograms with no on-site wastewater treatment.

- The Applicant has proposed to address the nitrogen excess by funding the installation of MicroFast systems for 4 affordable housing units off Lambert’s Cove Road elsewhere in the watershed. These systems are approved for “General Use” and require annual O&M and sampling at a total cost of \$405. Funding for on-going system O&M is under discussion.
- **Recommendations:**
 - The three lots to be tied into sewage collection and treatment if a system is available at a point in time when the existing wastewater disposal systems useful life has ended. I would suggest 20 years from the date of installation.
 - The nitrogen offset could be further enhanced by diversion of a portion of the parking lot area into a vegetated swale. Plan to come back to LUPC for approval.
 - Plan for nitrogen offset to come back to LUPC for approval.

3.3 **Transportation**

▪ **Parking and Access:**

- The applicant will comply with Tisbury zoning with regards to required parking (1 per 150sf of occupied office space plus two per dwelling unit), and has applied for a Special Permit from the Tisbury Zoning Board of Appeals to request a reduction in the number of required spaces to a number that is consistent with the current parking areas off Surveyor’s Lane, in order to minimize the amount of paved surface and the resulting negative environmental and aesthetic impact.
- The access and parking will be paved due to the slope of the property.
- Any plan for an alternative access cannot be finalized until all affected parties can come to an agreement but two options are presented.
- Internal roads will comply with AASHTO standards with regard to sight distances and turning radii for the appropriate types of vehicles.

▪ **Trip Generation:**

DRI 613 – Projected Trip Generation - Weekday				
Use	Number	Daily Trip Generation Rate	Total Daily Trips (one-way)	Peak Hour Trips
Proposed				
Office	~5,000sf	11.5	58	10
Apartment	1 unit	7	7	1
Total			65	11
Potential Additional				
Office	6,000sf	11.5	69	12
Apartment	2 units	7	14	2
Total			83	14
Total				
Office	11,000sf	11.5	127	22
Apartments	3 units	7	21	3
<i>Total</i>			148	25

- The Institute of Transportation Engineers trip generation for Single Tenant Office Building (715) is 11.5 per 1,000sf of gross floor area with a peak hour of 2. Apartments (220) generate a rate of 7 per dwelling unit with a peak hour of less than 1. Peak hours occur on weekdays, and the activity in this DRI is not expected to be strongly seasonal.
- Based on a very conservative gross floor area of 5,000sf, the total trip generation for the proposed building is 65, with a peak hour of 11. Incidentally, the estimated trip generation based on square footage is consistent with estimates based on the reported number of employees (10) for the current business and an expected number in the smaller office unit. For the proposed building and the two additional buildings, the total trip generation is 148, with a peak hour of 25.

▪ **Traffic Impact Analysis:**

- The proposed development discharges onto State Road in Tisbury in a busy commercial area. Traffic counts conducted in summer 2007 by the MVC on State Road in that area indicate a daily traffic of roughly 15,000 vehicles in summer, with a peak hour of over 1,350 vehicles. The 148 new vehicles resulting from the DRI would increase traffic by roughly 1% in summer, less than 2% in peak hour.
- The applicant also counted vehicles entering and exiting from a neighboring development containing a similar amount of residential and commercial space. The counts, conducted for peak hours in December 2007 and January 2008, indicate an average of 18 trips. Since the development is not seasonal, the summer generation is expected to be only slightly higher, perhaps 25 peak hour trips.
- The applicant proposes to combine the access for the existing commercial/residential development, and the proposed DRI (DeBettencourt Way and Surveyor's Lane). This would be preferable, as a reduction in access points can increase safety. The combined access would see roughly 25 vehicles hourly entering, and 25 vehicles exiting in a peak hour.
- A level-of-service (LOS) analysis was conducted for this combined access using the MVC's *Synchro* software for "build" and "no-build" scenarios.¹ The analysis assumed 10% growth in traffic on State Road (per MVC guidelines). The "no-build" scenario assumed 26 vehicle trips (13 in and 13 out) hourly; the "build" scenario assumed 50 vehicle trips (25 in, 25 out). The majority (70%) were assumed to come from and go towards Tisbury center (northeast on State Road).
- The "no-build" scenario resulted in no delays for through traffic on State Road or for vehicles turning into DeBettencourt Way, and a delay of 34 seconds (LOS D) for exiting vehicles (both right and left, which may be unrealistic since lefts will likely experience longer delays). The "build" scenario features delays of 39 seconds (LOS E) for exiting vehicles. The development therefore will have only a minimal impact on traffic in the area.
- The sight distances are adequate for the intersection; over 300' to the northeast, and over 1000' to the southwest.

- MassHighway official accident reports from 2001 to 2005 indicate roughly 5 accidents annually in the immediate vicinity. Very few resulted in injuries. This is consistent with the congested and generally lower-speed environment.
- **Mitigation**
 - The applicant is offering, at his own expense, to reconfigure two access points onto State Road into one. This will increase safety and enhance the aesthetics of the area. This improvement is contingent upon the agreement of several parties, and cannot be assured. The applicant agrees to make a good-faith effort to accomplish this improvement.
- **Public Transit, Bicycle, and Pedestrian Considerations**
 - The development is located on two VTA routes (plus the Park and Ride), and is easily accessible from downtown via sidewalks for both bicycles and pedestrians.

3.4 Affordable Housing

- The applicant has offered to create a rental apartment for staff housing.
- If staff housing is not needed then the apartment will be rented on a year-round or seasonal basis - possibly for a seasonal worker (The apartment will not be used on a weekly basis).
- The creation of a rental apartment is consistent with the MVC's Affordable Housing Policy.
- The applicant has also offered to create a \$2,000 annual scholarship fund at the Martha's Vineyard Regional High School for a graduating senior entering a college degree program in the engineering or surveying field.
- The scholarship fund could be considered as a workforce development training program rather than a direct affordable housing mitigation.

3.5 Economic Impact

- The proposed project is an appropriate development within the B-2 Business District.
- The applicant currently employs 10 year-round employees. It is anticipated that the Schofield, Barbini, & Hoehn, Inc. could grow to create additional jobs in the future.
- It has not been determined when the other two lots will be developed. The applicant has indicated that the other two lots will be similar in size and design to the proposed mixed-use building.

3.6 Scenic Values

- **Streetscape:**
- **Building Massing:**
- **Architectural Detailing:**
- **A.D.A. Accessibility**

3.7 Local Impact/Abutters

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4. CORRESPONDENCE

4.1 Town Officials:

4.2 Island Organizations:

4.3 Public: