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Martha's Vineyard Commission

DRI #550-M4 Mansion House Parking

MVC Staff Report – 2021-5-12

1. DESCRIPTION

- 1.1 **Applicant:** SHG LLC (Sherman and Susan Goldstein, managers); Geoghan Coogan (agent)
- 1.2 **Owner:** SHG LLC, 25 Main Street Realty LLC
- 1.3 **Project Location:** 10 Cromwell Lane, Map 7, Block F, Lot 16.1; 12 Cromwell Lane, Map 7, Block F, Lot 15; 9 Main Street, Map 7, Block F, Lot 17; and 25 Main Street, Map 7, Block F, Lot 20, Tisbury
- 1.4 **Proposal:** Repurposing of two lots on Cromwell Lane, and two lots on Main Street, for Mansion House parking.
- 1.5 **Zoning:** Business 1 (B1)
- 1.6 **Local Permits:** ZBA modification to Special Permit
- 1.7 **Surrounding Land Uses:** Commercial uses in the B1 District, including MV Chamber of Commerce, Mansion House, and other businesses along Main and Beach Streets; some residential uses.
- 1.8 **Project History:** 10 Cromwell Lane previously had a mixed-use retail building, and 12 Cromwell Lane had a single-family home. Both structures were demolished recently, and the lots were used for a leaching field for the Mansion House. The properties had been used for limited parking, but are now vacant. Cromwell Lane is also known as Norton Lane.

The reconstruction of the Mansion House (Tisbury Inn) following a fire in 2001 was approved as DRI 550 in 2002, with modifications in 2003, 2007, and 2011.

Project Summary: The proposal is to use 10 and 12 Cromwell Lane, as well as portions of 9 and 25 Main Street, as parking for the Mansion House. The lot would have 27 parking spaces (not including spaces for loading and unloading, and four existing spaces that are associated with 25 Main Street) and a 12' travel lane that loops through from north to south. Access to the lot would be one-way, with entry via Main Street and exit onto Beach Street. Eight of the proposed 27 spots (the northernmost row as shown in the site plans) already exist. Parking will be limited to registered hotel guests and tradespeople doing work at the Mansion House. All vehicles will be required to display a valid parking permit issued at the front desk, and the lot will be monitored by hotel staff throughout the day.

2. ADMINISTRATIVE SUMMARY

- 2.1 **DRI Referral:** Tisbury Building and Zoning Department
- 2.2 **DRI Trigger:** 3.1h (Parking for 10 or more vehicles); also 1.3D (Modification to previous DRI) – mandatory review with MVC concurrence
- 2.3 **LUPC:** May 17, 2021
- 2.4 **Public Hearing:** To be determined

3. PLANNING CONCERNS

3.1 Water Quality and Wastewater: The applicant has stated that the leaching field was engineered to be located underneath a parking area, and that its function will not be affected by the proposed use of the site. The parking lot surface will remain permeable (either gravel or pea stone).

3.2 Landscaping: The MVC Site Design and Landscape Policy provides the following guidance for parking areas:

- *In town areas or where buildings are clearly visible from the road, parking for more than three vehicles should be located behind or beside the building. If it is impossible to locate the parking behind or beside the building, it should be located to minimize its visibility from the public way and should be screened with vegetation, low fencing or a vegetated berm. In hilly areas consider taking advantage of existing berms.*
- *It is preferable to divide a large lot into several smaller parking areas and to break parking lots up with rows or islands of trees within the parking area.*
- *At least one new tree should be planted within the parking area for every eight parking spaces, selected and located so that, after 20 years of growth, they will provide a high shade-producing canopy that covers 75% of the lot, cooling the lot and mitigating the impact of the asphalt.*

The proposed parking area is already somewhat secluded from Beach and Main Streets, and it would be broken into two main areas. However, the policy also recommends buffers along the property lines, and it is unclear how the placement of new trees or other vegetation would be affected by the presence of the leaching field. The applicant has stated that no trees have been or will be removed, although some trees and shrubs will be relocated on the property. A formal landscape plan as not been provided.

3.3 Accessibility: The applicant has stated that the slope between the project site and the hotel would not permit ADA accessible parking spots, but that it plans to continue allowing guests to use a handicapped spot on Main Street, as permitted by the town. The applicant has also stated that in the event that more than one handicapped guest is staying at the hotel, the town will allow use of a second parking spot adjacent to the handicapped spot on Main Street.

3.4 Traffic and Transportation: Access to the lot would be one-way, with entry via Main Street to the north and exit onto Beach Street to the south. However, Cromwell Lane is itself not one-way, so adequate signage or other measures would be needed to avoid confusion. The hotel encourages visitors not to bring their cars, and to use alternate modes of transportation on the Island, including the VTA and bike rentals. An existing bicycle storage building (or similar replacement as needed) on the property will continue to be used for guests.

3.5 Night Lighting: A lighting plan has not been provided, but the applicant has stated that lighting will be LED downward-facing and on light sensors.