

1. Will the project give priority to housing the lowest paid employees of the Navigator facility so that it can be used to capacity? Currently MVH says Windemere uses only 28 beds due to staffing shortage.

The WNR census is 28 (actually 30 as of earlier this week). WNR currently uses 15 bedrooms for workforce staffing. In the future, Navigator will have access to 30 bedrooms on the site. Per our "Housing Narrative" document, we will be allocating three-quarters of the bedrooms to workers earning less than the AMI (see the chart on page 4). Most of the direct care staff at Windemere (and Navigator in the future) will be earning below 100% of AMI. So, yes, priority is going to the lowest paid employees of the nursing home and the Hospital.

2. Can more natural topography be used instead of retaining walls?

The current revised design (Rev 2, dated 28 July 2022) has incorporated more of the natural topography, and eliminated all retaining walls.

3. What permeable alternatives are available for the paved surfaces?

Pervious pavers and permeable asphalt systems are the only feasible options to allow for a permeable alternative to conventional asphalt surfaces. However, these alternatives are significantly more expensive to construct, and also will require additional maintenance. We are also concerned about the occasional mis-shaped or altered paver block, that would impede safe walking conditions for seniors and visitors existing & loading at vehicles.

Also, while a pervious system allows for some infiltration of stormwater, the stormwater management system design includes provisions for the collection, treatment and infiltration of all runoff generated on site. So the proposed design supports a robust infiltration of stormwater already.

4. What efforts will be made to limit impacts to the existing bike path on Edgartown-VH Road?

The Project will include specific measures to encourage bicycle commuting by residents and guests, including incorporating bicycle parking within the Project site. The Project is not expected to negatively impact bicycle travel and the driveways will be designed to include STOP-signs and marked STOP-lines approaching EVH Road, and warning signs will be installed within the Project site prior to the shared-use path crossing to inform motorists existing the Project site of the crossing and to be watching for pedestrians and bicyclists crossing the driveways. In addition, clear sights will be provided for motorists exiting the Project site to and from the shared-use path. These measures have been purposely

considered and will be implemented as a part of the Project to maintain the safety of pedestrians and bicyclists using the shared-use path.