

Edgartown Planning Board  
Tuesday, June 17, 2014 5:30 PM  
Town Hall – Selectmen’s Meeting Room  
Minutes

*Members in Attendance: Chairman Frederic Mascolo, Robert Cavallo, Michael McCourt, Robert Sparks and Alan Wilson*

*Staff in Attendance: Georgiana Greenough, Assistant; and Lucy Morrison, Clerk*

Chairman Fred Mascolo asked if everyone in the audience had signed the sign in sheet, and reminded the public to mute their cell phones. He then proceeded to call the meeting to order at 5:34 PM.

**5:30 PM- Form A – Owen Norton, LLC. West Tisbury Rd (27-15.1) & (28-249): Request for lot line adjustment**

*In Attendance: Richard Barbini*

Mr. Barbini distributed the site plans for the property. There are two lots off of West Tisbury Rd, created under a subdivision. The proposal creates four lots from the two, with six acres of property remaining to be subdivided. There would be two accesses off of Bennett Way and one from West Tisbury Rd. The house that is currently on the property meets the setbacks, and the house will not be affected by this subdivision. Access to the six acres of property is an issue, because the Planning Board cannot create lots without ensuring proper access. The road the applicant planned on using to access the remaining property was not adequate, and the road ends in a hammerhead. Mr. Mascolo pointed out that there is no access to the back lot that is inadvertently created by this subdivision. The Board decided to continue the proposal until the access issues are resolved.

**5:43 PM- Public Hearing – Schwartz. Forever Wild Way (44-42.3) Special Permit: Coastal & Ponds Districts. Construct a swimming pool in the Coastal & Ponds Districts**

*In Attendance: Richard Barbini, James*

Mr. Mascolo opened the public hearing.

Mr. Barbini distributed the site plans for the pool and related equipment to the Board. The pool and pool house will be screened. There is no source of noise abatement on the pool filter and heater. The pool would be 148 from the neighbor’s property line, so noise abatement was deemed unnecessary. The pool would be fenced and heated with propane. Mr. Barbini displayed the new site plan that shows a pool cross-section. The pool will be 5 ½ feet deep. There would be no roof on the house for the pool equipment, and would not be considered a separate structure. Mr. Wilson inquired about the accessibility of safety equipment at the pool, items such as a rescue pole or a life ring. The applicants replied that there was nothing planned, but could easily accommodate that request. The Board thought it was a good idea to include safety equipment as a restriction. There will be no spa or hot tub, and no automatic cover on the pool. There were no letters received, and no one in the audience spoke either in

favor or against the project. Mr. Mascolo closed the public hearing. Mr. Cavallo stated that the plans meet the requirements checklist. There is no noise abatement, but the property is far enough away from neighboring residences that it shouldn't pose an issue. The utilities will be housed in a wooden corral. Mr. Mascolo recommended using soundproofing material on the inside of the corral to help deaden the noise. The applicants replied that so long as airflow for the machinery is not obstructed, installing the soundproofing should not be an issue. Mr. Cavallo moved to accept the application with standard pool conditions, as well as those stated, including: additional safety equipment and noise abatement. Mr. McCourt seconded, and the motion was passed unanimously, 5-0.

Peter Shemeth, the fire chief, suggested installing a dry hydrant, which allows the fire department to use pool water to extinguish a fire. It is mutually beneficial to the homeowner and the neighborhood, because it lowers homeowners insurance and the fire department can use it when a hydrant is unavailable. The applicants will this recommend this to the homeowner.

**5:56 PM- Public Hearing – Mariners Property LLC/Brennan. 3 Mariner's Way (21-34.223) Special Permit: B-II and MVC-DRI. Construct 4 commercial condos with 8 residential condos on the 2<sup>nd</sup> floor.**

*In Attendance: James Brennan, Chuck Sullivan*

Mr. Brennan approached the Board. The proposed structure would consist of four 2,000 square foot commercial condos with eight 1,000 square foot two-bedroom residential condos above. The commercial spaces would not be used for retail. Mr. Brennan would use one of the commercial spaces as his own showroom. It would be built from a zero energy principle, showcasing solar and radiant heat products. A carpenter has shown interest in another commercial unit, [the third- Paul F or a builder?] and the fourth would be sold separately. Mr. Brennan emphasized that the space would not be used as a store, or a restaurant, but as a professional office space. The elevation of the location changes significantly and the structure will be built into the hill. From the front, the elevation of the building is 18 feet, and from the back it is 31 feet. The residential units on the second floor would be built with environmental considerations to lower impact. The designs for the units provide ample amounts of natural sunlight to save energy. The residential condos will be sold at market rate. There would be parking in both the front and back of the building: 10 spaces in back for residents, 24 in front for businesses, and five along the side of the building for shared use. Each condo would be sold with a designated parking space, so the tenant would own the parking spot with the condo. The condo units would each have two egresses, one in the front at ground level, and another in the back with stairs leading to the ground level. Ideally, all of the residential activity would be in the back of the building. Accesses are handicapped accessible, per building code. All of the units are equipped with fire sprinklers, and the property is hooked up to town water and sewer. There are existing entrances onto Vineyard Haven Rd: one in front of Santander bank and the other on Mariner's Way behind Granite Stores.

Mr. Brennan took the time to introduce himself to the abutters and explained his intentions with this project. The biggest concern from the abutters, Russell and Jay Swartz, in Dark Woods was the back parking lot. Mr. Brennan agreed to heavily screen it. The Santander bank was concerned about large

trucks and deliveries. Mr. Brennan spoke to the manager and explained that his business only has deliveries twice a week, at 7:30 AM on Tuesdays and 11 AM on Thursdays. There will mostly likely be other deliveries serving the other businesses at the location, but the impact was not anticipated to be significant. Mr. McCourt asked if a traffic study had been done. Mr. Brennan replied no, but that one might not be necessary. The assistant reminded Mr. Brennan that a landscaping plan will be necessary in the future.

The assistant read a letter from Russell and Jay Swartz, the rear abutters to the property. Mr. Brennan has been working with the Swartz' to address their concerns since the letter was written. The parking lot in the back of the building appeared to be much closer to the Swartz' property on the plans than it did when they walked the boundaries together. There is also a large retaining wall that is not shown on the plans. Mr. Brennan agreed to fence and heavily screen the top of the retaining wall where it borders on the Swartz' property to provide a buffer for the light and the noise of the parking lot and the condo units. The Board asked if the back parking lot was absolutely necessary to meet the parking requirements, or if those spaces could be put somewhere else. The exact number of necessary spaces was never calculated, due to the confusion caused from the shared parking lots. There is one parking space required for every 250 square feet of gross area in a commercial space, and one parking space required per two-bedroom residential unit. The commercial space is required to have 32 parking spaces and the residential units need eight for a total of 40 spaces. The plans as displayed show 39 parking spaces, so that discrepancy will need to be clarified for the future. Even without the parking lot in the back of the building, there will need to be second egresses for the residential units, so there will be lights facing the Swartz' property. Mr. Brennan stated that the lighting for the back parking lot is to be low wattage, down-lit and attached to the building. There will be no streetlights in the back parking lot. Mr. McCourt suggested that it might be beneficial to attach the lights to the proposed retaining wall, instead of the building. Mr. Sparks suggested putting some effort into removing the back parking lot and finding another area to have those parking spaces. Mr. Brennan and Mr. Sullivan said that it would be less expensive to not have the back lot, and could look into making that a possibility; however, the shared lot and the easement make it complicated. Mr. McCourt asked about trash pickup. It would be in the rear of the building to the right of the structure. If the back parking lot were removed from the plans, this would have to change, but could be easily accommodated. Mr. Cavallo recommended focusing on the retaining wall, and the fencing, since the building inspector will want to see some sort of safety precautions. Mr. Sparks stated that the Board conducted a site visit, and has seen the issues.

The Board asked to hear from the audience. Bill LeRoyer from Harborside Realty was concerned about the amount of commercial vehicles that would be parked at the site, and where they would be parked at night. Mr. Brennan answered that for his business there is only one commercial vehicle and it goes home with him at night. It is difficult to predict how many other vehicles there will be, because it depends on the businesses that purchase the space. Mr. LeRoyer stated that this type of project does not fit with the current occupancy of the other offices, and should be by the airport, not at this location. The lot is full of professional businesses: real estate offices, lawyers, dentists, and a bank. He thought that the trades should stay in the more industrial park near the airport. Mr. Brennan replied that there are lots of vacancies in that area, and these would only be offices for the trade specialists, with material

storage in the basement. Mr. Brennan cannot control the other commercial businesses that buy the spaces, but could look into restricting the number of commercial vehicles, and where they park, at the site.

Fred Fournier, of Dark Woods Rd asked about the hours of operation. Mr. Brennan replied that his business would be open from 7:30 AM to 5 PM, and he expects the other businesses to be the same or similar. Cliff Mehan, a Dark Woods resident, asked about the sewer tie in. Mr. Brennan replied that there is already town sewer, water, fire sprinklers and electricity at the location. Leo Convery, the current owner of the property, spoke in favor of the project saying that Mr. Brennan has worked closely with his neighbors in designing this project and would not let it interfere with any of the other businesses in the plaza. These spaces would be professional offices and places to keep tools. Mr. Convery predicts little traffic during the day, comparable to the amount from the churches. He feels that this project is complimentary to the other businesses on site and will fit smoothly with the neighborhood. Jay Swartz stated that she appreciated everything Mr. Brennan is doing to help remedy the back parking lot situation. Brian Byrne asked about a traffic study. The Board replied that the MVC will conduct their own traffic study. Mr. Sparks asked about possible deed restrictions to place on the commercial units to prevent retail stores or restaurants, and to limit the parking. Mr. Sparks mentioned that this is a different type of business at this location, but that different can be good. There are already three real estate offices there, and it would bring year-round businesses to the site, and help counteract the seasonal nature of Edgartown. He understood that Mr. Brennan's business has grown, and cannot be run out of his home. He stated that the airport industrial park is full, and it is difficult to find space there. He also emphasized that the traffic caused by a project like this isn't adding more cars on the road, since the cars are already on island. Mr. Mascolo stated that all of the traffic studies done around the triangle point to Stop & Shop as the source. Since Upper Main Street is a state road, and not a town road, it is a slow process making changes. The Board initiated adding a 10 car loading lane to Stop & Shop six to seven years ago, and has been continuing to try.

The Board asked for consult from Peter Shemeth, the fire chief, who reviewed the plans, and everything was in order in his opinion.

Skip Tomassian, an Edgartown resident, was on the Planning Board when the B-II business district was created. He is the chairman of the ZBA and sits on four other boards, but is before the Planning Board as an individual. He understands that it is difficult for tradesmen to find office space. He disagrees with the use of the condos, stating that it is a business district that should be used for business only. The eight residential units will increase traffic negatively.

Mr. Mascolo closed the public hearing. Mr. Wilson stated that of the proposals for this site, this has been the best one yet, and that the B-II district was planned and zoned for this. Mr. Tomassian disagreed. Mr. McCourt agreed with Mr. Wilson, and stated that the need for housing is crucial. Mr. Brennan has taken into consideration of all the downfalls of the project with parking, and doesn't foresee any traffic issues. There is already a traffic problem at this site, this project won't make it worse. There may be some minor tweaking to be done, but the MVC will take care of that. Mr. Cavallo said that he liked the adaptability of the project and was happy to refer Mr. Brennan to the MVC. Mr. Sparks

stated that most of the issues surrounding this project have already been settled. Mr. Sparks moved to refer to the project to the MVC. Mr. Wilson seconded, and the motion passed unanimously, 5-0.

**6:49 PM- Public Hearing – Athearn/Morning Glory Farm, 120 Meshacket Rd (28-224.1&.2) Special Permit: Special Ways. Increase vehicular use of a portion of Quenomica Rd in conjunction with a new egress.**

*In Attendance: James Athearn and Simon Athearn*

Simon Athearn approached the board to present the application for a special permit to access 42 feet (modified from the original, advertised length of 20 feet) of Quenomica Rd, a Special Way. The applicants were self-referred to the MVC, who will be meeting on Thursday, June 19<sup>th</sup>. The Morning Glory Farm parking lot gets a lot of use, and for 10 weeks of the year, it can be very slow to enter or exit the farm. This redesign would allow for an increase in the rate that cars can enter and exit. The entrance will be graded, to allow for less of a hill upon entrance. The parking will be angled in the front lot, to allow easier entrance and exit of parking spaces. The new exit will be alongside the greenhouses, 190 feet further down Meshacket Rd from where the current entrance/exit is. The visibility from that location is much better than where it is now. The path along the edge of the property will be undisturbed. Since the decision of the MVC is pending, the Board cannot vote on the project yet. The Board deliberated. Mr. Cavallo moved to continue the public hearing until July 1<sup>st</sup>. Mr Sparks seconded, and the motion was unanimously approved. Mr. McCourt asked about a timeline of when the lot change will be complete. The applicants are not sure, but will come before the Board again for a review in October. The Planning Board commended the Athearns for their efforts on this matter.

**6:55 PM- Continuation of Public Hearing – Renoticed. Haven Rd Realty Trust/Edgartown Lofts (Hajjar), 236-238 Edg-VH Rd (21-10.15 & 21-10.16) Special Permit: Construct 7 2-Bedroom apartment and one 1-BR apartment over Building C & part of D in Post Office Square and redesign the parking lot.**

*In Attendance: Sean Murphy, George Sourati, Charles Orlando, Charles Hajjar, see sign-in sheet*

There was a quick recess, and the meeting was resumed at 7:04 PM.

Mr. Mascolo assured the audience that every letter will be read and everyone will have a chance to speak.

Mr. Murphy approached the Board and distributed plans. The proposal consists of 15 bedrooms in eight units above Buildings C and D at the Post Office Square on Upper Main Street in the B-II business district. Building C will have three two-bedroom units and storage space, and Building D will have four two-bedroom units and one one-bedroom unit. Mr. Murphy displayed images of the current buildings to the Board that showed the views from Dark Woods Rd, Vineyard Haven Rd, the parking lot, and the rear of the buildings. Building C is seven feet away from the property line, and Building D is five feet from the property line. The back of the property has been landscaped to the road by the Dark Woods Association. Mr. Murphy explained that apartments are allowed in the business district with a special permit. The

property is already on town water, sewer, and has electricity and other utilities. The plans have changed since the first public hearing last June. On Building C, an outdoor stairway, two apartments and four windows were removed from the plans. The reduction of the number of apartments reduces the capacity by 25% and also no longer requires a donation to Affordable Housing. The exterior stairways are now all enclosed which will reduce light and noise pollution, and prevent snow from accumulating on them. The leases for the apartments will be 12 month minimum, they will be unfurnished, and they cannot be sublet. The two bedroom apartments are restricted to two adults and any children they may have, and two vehicles. The one bedroom apartment is restricted to one adult and any children that person may have, and one vehicle. The plans for the buildings are consistent with the B-II master plan of 2 to 2 ½ stories in height. Upper floor apartments are allowable under zoning bylaws 10.7 and 11.6 under structures and uses. The assistant read the bylaws.

This project is not affordable housing. It is a private project on private property that will be rented at market rate. The MV Housing Needs Assessment declared that there are approximately 3,000 people looking for year-round housing. There is a niche in the market that the MVC referred to as “workforce housing” for people who don’t qualify for affordable housing, but still cannot afford to buy a home. These apartments will most likely be rented at the lower end of the market due to the lack of outdoor space, and the location. The monthly rent has not been calculated yet, but it is estimated to be equivalent to the island average yearly rent of approximately \$20,000 a year. There are restrictions in perpetuity for the length of Mr. Hajjar’s ownership of the buildings. The MVC conditioned that the buildings may not be sold for 10 years. Mr. Hajjar is from Milton, MA and is a summer resident of the island. He has been in the real estate business for a long time; he bought his first apartment building in 1985 and has never sold an apartment. Mr. Hajjar does not want to deal with weekly or bi-monthly turnovers and was happy to comply with the 12 month lease restriction.

The parking lot will be reconfigured. The current layout is herringbone parking, which was described by Mr. Murphy as “controlled chaos.” The special permit requires that eight parking spaces be added to the lot, the proposed design has 15 additional spaces, three of which are handicapped spaces. There are nine additional trees and several more planting beds than what is currently at the location. There are more crosswalks and sidewalks, as well as additional walking and bike paths that allow pedestrians and bikers to use separate pathways so as not to interfere with entering and exiting traffic. The proposed parking lot exceeds the ITE recommendations for parking, and the additional traffic from the apartments will most likely not be noticeable. Mr. Murphy stated that general traffic is a problem at this location, and will continue to be problematic regardless of the addition of the apartments. He was confident that the new parking lot layout will help the traffic significantly. The MVC was concerned about the cut-throughs onto Mariner’s Way and Dark Woods Rd. Mr. Murphy stated that the apartments don’t change anything about the cut-throughs, however, the reconfigured parking lot may help, since it is not such a direct route. There are several bus lines in front of the property. Mr. Murphy argued that this is the right location for this type of multi-family housing project, and the new lot has provided sufficient parking.

Mr. McCourt was concerned about the egresses, and that second story windows are the second form of egress. Mr. Murphy stated that the sprinkler system is sufficient to second egress, and that the building is safe.

Mr. Orlando approached the Board to display the floor plans of the apartments and give the architectural specifics. There are no balconies on either building. All of the apartment meet or exceed stretch code, are nicely finished with granite countertops and hardwood floors, and have brand new windows. The exterior of the buildings is natural cedar siding with a gray asphalt roof. Mr. Orlando displayed the elevations. The lighting is minimal and low wattage; all lights are LED down-lit. The cosmetics of the buildings are consistent and uniform with the neighboring businesses.

Mr. Sourati approached the Board to display the parking lot layout and specifics. The new layout is much safer than what exists, with 15 more spaces, and a total of 87 spaces. The current plan has been approved by MVC. The entrances and exits are the same. The layout of the proposed lot has a loop with an island of spaces in the middle and parking in front of every building. Each building will have one handicapped space, and the post office will have two handicapped spaces. The proposed plan meets the smart growth parking bylaw published by the state. Each space is nine feet wide and 20 feet deep. The one way aisles are 22 feet in width, and the two way aisles are 24 feet in width per code. Four out of five off-island parking lots have similarly sized aisles and spaces. There is a drainage system for the site that was updated two years ago, and should remain sufficient to handle the amount of storm water. The entrance onto Dark Woods Rd will also be re-graded and have a speed bump to prevent storm water puddles and speeding traffic. Mr. Murphy stated that the proposed parking lot is safer; functions better, and is more aesthetically pleasing than what is there currently.

Mr. Murphy explained that the apartment tenants will have parking stickers issued, and their vehicle information will be recorded at the signing of the lease. There will be a manager for the apartments on-site all the time. The middle island of the lot is designated for tenants, but store patrons may park there also. Mr. Murphy speculated that it is possible that the residents of the apartments may not have cars, since they will be living so close to town and will be served by public transportation.

Rosemarie Hagazian, of the audience, asked for clarification on walkways. Mr. Murphy pointed them out more specifically on the plans.

Mr. McCourt asked if the parking plan had been presented to the other retail businesses in the square. Mr. Sourati answered that it had been presented to Edgartown Meat & Fish and Granite, and had received positive feedback. The MVC staff wanted to narrow the entrance onto Vineyard Haven Rd, but Mr. Sourati decided to leave that decision to the Planning Board. Mr. Sourati also mentioned that there will be better flow by removing spaces on the side of post office next to the exit, and that the planters in the front of the lot are not narrowing the entrance, just protecting the cars and people.

Mr. Mascolo asked about the right of way between Granite and Edgartown Meat & Fish. Mr. Sourati answered that that entrance will remain an unchanged two way aisle. Mr. Mascolo also reminded the team that construction cannot occur between May 20<sup>th</sup> and September 30<sup>th</sup>, so construction will not commence until October 1<sup>st</sup> at the earliest. The parking lot must be reconfigured with the additional 15 spaces before construction on the buildings may occur. When building construction is happening, OSHA requirements must be met, and staging must be set up to prevent anything from falling on passing cars and pedestrians. There must also be no restrictions or blockades on entering or exiting the post office. A

preference to use local contractors and subcontractors was stated. The team estimated that there will be five to six days of construction on the exterior of the buildings.

Mr. Murphy stated that the parking plan is epically better than what currently exists; he is amazed that more people haven't been hurt there. Mr. McCourt asked about having retailers park in a different lot or economizing themselves. The biggest concern from the public is the post office, and not being able to park there. Mr. Murphy stated that Edgartown Meat & Fish does not park in the lot. Mr. Mascolo mentioned that the post office employees are federal employees, and it is not within the Planning Board's jurisdiction to determine where they can or cannot park. Mr. Sparks speculated that he goes to the post office six times a week, which totals approximately 72,000 times since he's lived on island, and has never had trouble finding parking. The audience did not believe him.

The team will work with retailers to try to free up parking space. Mr. Wilson added the point that it is possible that the apartment tenants won't have cars, since they live so close to town and have access to public transportation. Even if they do, it is highly unlikely that they will be parking at the square during the day because of work.

Bethany Scanlon works at the post office square and is there seven days a week. She has witnessed severe traffic problems, people circle around or leave. She has suffered a loss of clients due to it many times. It is difficult for employees to determine where to park. The tenants of the building pay rent, and should be able to park wherever they want. She also expressed concern about visitors of the tenants parking, and how the apartment management plans to monitor these activities.

Mr. Mascolo announced that the meeting will be closing at 8:30 PM and will be continued until next meeting on July 1<sup>st</sup>. The Board discussed allowing the audience to speak before the letters were read out of fairness to the people who took the time to be present. Mr. Cavallo moved to reverse the order of a typical meeting and listen to the public before reading the letters. Mr. Sparks seconded, and the motion was unanimously approved.

There were no town boards present in the audience. Peter Shemeth, the fire chief, stated that he recognizes the need for housing. The main issue he has with this development is accessibility. On the plans, the parking lot looks much better than what is there currently, but was concerned that a fire truck would not be able to enter or maneuver through it in the middle of a busy day. He was also concerned about each apartment only having one egress, even though that is all that is required by code. Mr. Orlando stated that all of the windows can be pushed out, and there is a small overhang area for a person to escape onto. Mr. Shemeth emphasized the importance of having some space to get aside from the window opening, as a natural draft is created and the person needs to be able to get out of the draft. He applauded the change of enclosing of the stairways, as that makes accessibility much easier for him and the other firemen. He also suggested that the fire sprinklers be checked that the fire load is equipped for the additional square footage. He was also concerned that if the Dark Woods residents decided to put up a fence along the east side of the building, would there be adequate space for a resident to escape without having to run down the length of the building. After an examination of the



plans, it was determined that that situation would provide adequate space to exit to a public area; it would be tight, but doable.

Mr. Mascolo invited comments from the tenants of the abutting businesses. Bethany Scanlon requested that the leases for the apartments include a restriction that there can be no use of the small amount of green space outside by stairways, and that tenants are not allowed to loiter there. She also mentioned the issues previously stated with visitors. Mr. Murphy speculated that visitors would be coming in the evening, after all of the businesses had closed and would not be posing a problem.

Susan Cahoon inquired about the timeline for construction. The team answered that they hope to get bulk of the work done in one season. The exterior work is being completed on existing buildings, simply adding dormers. The interior work will take much longer. Mrs. Cahoon also asked about deliveries and any plans to restrict them. There are currently deliveries and trash removal happening at all hours, and it is clearly posing a problem, since the trucks do not pay attention to loading zones or no parking zones. Mr. Sourati stated that the current parking lot is the most poorly designed lot he has ever seen. He pointed out the four loading zones on the proposed parking plan. There are three in the middle of the lot, and one by the post office. The post office also uses the cut-through to Dark Woods Rd. Mr. Murphy stated that this is not an issue directly related to the apartments, since there will not be any regular deliveries to the residences.

Mr. Mascolo invited comment from residential abutters to the project. Fred Fournier, a Dark Woods resident, asked about handicapped access. The team replied that there isn't any sort of handicapped accessibility, and the apartments would not be able to be rented to a handicapped person. Mr. Fournier inquired about the legality of that issue, and Mr. Murphy assured him that the project functions within the law. Mr. Fournier also mentioned the possibility of having an additional 16 cars in the parking lot and does not understand how that will have no impact on the traffic. Mr. Fournier was adamant that this project will add to the traffic at the triangle. He also expressed concern about the children of the tenants and where they are going to play. Mr. Murphy stated that families with young children probably will not be renting these apartments, because there is no green space. Mr. Sparks stated that children grow up in cities without having green space to play, and the children in these apartments would enjoy frequenting community green spaces like parks or the Edgartown school playground. Mr. Fournier reminded the Board and the team that the post office square as an easement onto Dark Woods Rd. Mr. Fournier's final question was that if this project were denied, would the parking lot be upgraded anyway. The answer was probably not.

Peter Look, Sr., of 15 Mariner's Way, was concerned about the exit onto Mariner's Way. There is no easement to the private road. There used to be a planter in the middle of the aisle that would block traffic from cutting through that was removed without permission in 1989; he stated that the town had no right to do that. The Board argued that this is not the Planning Board's responsibility that the Highway Department should be consulted, and this issue will be researched. Since so much time has passed, there was question of legality over the dispute, since after 20 years the right for adverse possession must be accounted for. Mr. Look also mentioned that the stop sign at that entrance is rarely paid attention to.

Claudia Rogers asked about the criteria for choosing tenants. Mr. Murphy replied that the apartments are not age restricted in any way; but since the apartments are not handicapped accessible, it does limit the older population from renting. Mrs. Rogers asked about how the tenants would be selected. Mr. Hajjar replied that the apartments will be rented to the most qualified applicants, but that everyone who applies is in the running.

Jay Swartz stated that someone needs to manage the parking lot. She remembers when the planter blocking Mariner's Way was removed and how it created a highway and all of the signs are ignored. The Planning Board stated that this is a Highway Department issue, but it will be researched. Mr. Cavallo asked if reclosing the entrance onto Mariner's Way would be helpful. Mr. Sparks thought that there was a bigger problem when the entrance was blocked off, since more traffic had to enter onto Vineyard Haven Rd. According to the plan for the B-II business district, which was ratified at an Annual Town Meeting, it is a priority to get traffic off of Upper Main Street, and increase the flow behind the buildings. The residents of these private roads agree that the plan hasn't worked, and something else needs to be done. Visibility of the traffic entering onto the roads from the cut-throughs is a problem, the stop signs are ignored, and drivers are going too fast. The Planning Board will look into these issues and try to develop some type of solution.

Christina Miller inquired about the cost of sewer and how that cost is calculated into the monthly rent. Mr. Murphy replied that it costs approximately \$89 per drain. Mr. Hajjar replied that the rental costs and utilities have not been calculated yet.

Tom Keller stated that he goes to the post office every day, six times per week. He typically goes in the early morning to avoid traffic. By 9:30 AM, it is obvious that employees have arrived to work and are parking in the lot. The landlords have not done anything about this issue. There is a big parking area less than a two minute walk away, but no one uses it.

Herb Foster asked about what will be done with the snow piles. Mr. Murphy replied that the reconfigured lot uses the loading zones in between Building C and Edgartown Meat & Fish for snow removal. He also recommended that the post office install an automatic door, or have a handicapped button.

Marilyn Look was concerned about the flow between the entrance and the exit of post office square. She felt that the abruptness of the two lane aisle might cause problems. She asked if the team had considered adding stop signs. Mr. Sourati answered that they might be considering adding stop signs to that part of the parking lot.

Bill LeRoyer of Mariner's Landing, asked about the expansion of Granite and Edgartown Meat & Fish. If those businesses decided to add apartments, what would prevent that from happening. Mr. Cavallo replied that it would be the responsibility of the applicant to repeat this process and show that everything about the project would work. The parking situation would need to be worked through, as well as the design and utilization of the space. The outcome of these apartments would influence the decision of the Board on how to respond to that request. If they can create more parking, then it might be favorable. Mr. Mascolo replied that the first mouse gets the cheese the second mouse gets the trap.

In general, the Board does not like to anticipate, or extrapolate on, the outcome of future events or projects that may or may not occur.

Lynn Macomber, owner of space at Great Harbor Triangle, was the final audience member to speak. Ms. Macomber has apartments and has been managing them for 20 years. Ms. Macomber asked for clarification of the handicapped parking spaces. Mr. Sourati pointed them out on the parking plan. Ms. Macomber added that since three of the 15 added parking spaces are handicapped, it's as if there are only 12 spaces being added, since most people cannot park in a handicapped space. She was also concerned about the management of the parking, and how the tenant specific parking will be enforced. She mentioned that since anyone can park in the island in the middle of the lot, there could be times when there are no spaces designated specifically for tenants, which could pose a problem. Mr. Hajjar assured her that he will be overseeing the management of the property, and he will address these issues.

Mr. McCourt moved to continue the public hearing until July 1<sup>st</sup>. Mr. Sparks seconded, and the motion passed unanimously. Mr. McCourt moved to adjourn, Mr. Cavallo seconded and the meeting was adjourned at 8:36 PM.

Respectfully Submitted,

Lucy Morrison

Planning Board Clerk

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*Fred Mascolo, Chairman*

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*Robert Cavallo*

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*Michael McCourt*

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*Robert Sparks*

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*Alan O. Wilson*

Edgartown Planning Board  
Date signed:  
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