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Minutes of the Commission Meeting Held on August 1, 2013 Tisbury Senior Center, Tisbury MA.

IN ATTENDANCE

Commissioners: (P= Present; A= Appointed; E= Elected)

P Tripp Barnes (E-Tisbury)	P Joan Malkin (A-Chilmark)
P John Breckenridge (E-Oak Bluffs)	- W. Karl McLaurin (A-Governor)
P Christina Brown (E-Edgartown)	P K. Newman (A-Aquinnah)
P Madeline Fisher (E-Edgartown)	P Ned Orleans (A-Tisbury)
P Josh Goldstein (E-Tisbury)	P Camille Rose (E-Aquinnah)
P Erik Hammarlund (E-West Tisbury)	P Doug Sederholm (E-Chilmark)
P Fred Hancock (A-Oak Bluffs)	P Linda Sibley (E-West Tisbury)
P Leonard Jason (A-Edgartown)	P Brian Smith (A-West Tisbury)
P James Joyce (A-Edgartown)	

Staff: Mark London (Executive Director), Bill Veno (Senior Planner), Paul Foley (DRI Planner), Sheri Caseau (Water Resource Planner), Priscilla Leclerc (Transportation Planner)

Chairman Fred Hancock called the meeting to order at 7:00 p.m.

1. MINUTES

Commissioners Present: T. Barnes, J. Breckenridge, C. Brown, M. Fisher, J. Goldstein, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Malkin, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith.

Erik Hammarlund moved and it was duly seconded to approve the minutes of July 18, 2013 as written. Voice vote. In favor: 15. Opposed: 0. Abstentions: 1. The motion passed.

2. NEW BUSINESS

2.1 Reports from Chairman, Committees and/or Staff

Christina Brown said that PED (Planning and Economic Development) will meet prior to the next MVC meeting.

3. STOP & SHOP EXPANSION DRI 89-M3

Commissioners Present: T. Barnes, J. Breckenridge, C. Brown, M. Fisher, J. Goldstein, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, J. Malkin, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith.

For the Applicant: Dave Taglianetti (Stop & Shop), Deborah Farr (Stop & Shop), Chuck Sullivan (Architect), Geoghan Coogan (Attorney), Bill O'Brien (Stop & Shop)

Brian Smith, Public Hearing Officer opened the continued Public Hearing at 7:05 p.m. This is a continuation of the Public Hearing held on July 11, 2013 for DRI 89-M3. The location for the hearing is the Tisbury Senior Center. The applicant is the Stop & Shop Supermarket Company. The process for the hearing tonight will be a brief update from Staff, a presentation by the applicant, and then the hearing will be open to testimony from public officials and the public.

Josh Goldstein recused himself from the meeting.

2.1 Staff Report

Paul Foley presented the following:

- New letters regarding the project have been received by the MVC and are included in the Correspondence List.
- The MVC sent a letter to Stop & Shop for additional information and a response was received from Geoghan Coogan.
- A comparison was done of the grocery stores and supermarkets on Martha's Vineyard. It was mentioned at the last public hearing that the proposal is smaller than the Edgartown Stop & Shop. It would appear that the Edgartown store is 24,334 s.f. The proposed Tisbury Stop & Shop retail area including the work area on the lower level is 29,555; the total area including the garage is 49,670 s.f.
- At the last public hearing there was a question about whether the zoning allowed the garage. Ken Barwick Building Inspector for the Town of Tisbury feels that the garage is allowed since it is an accessory to the primary use and not a standalone garage.
- There was a question of the relation between the proposed raising the level of the building to FEMA flood regulations. The existing retail sales floor is about elevation 6 feet. According to information Paul Foley received, the level at which they must build is currently at or above elevation 9 feet. New draft FEMA regulations, expected to take effect in July 2014, set the level at elevation 10 feet. The proposed retail sales floor is at elevation 18'-6" inches. Therefore, the proposed building is 8'-6" to 9'-6" higher than it would be without the garage.

Linda Sibley asked for a cross section of the building to show where the building is being built for flood elevation. **Paul Foley** said that the back of the garage is at elevation 8 feet and the front of the garage is at elevation 6 feet.

There were questions of clarification about the use of the lower level.

- **Leonard Jason** asked about occupied spaces at the front of the building at the garage level.
- **Chuck Sullivan** said right now the design includes the bicycle racks and package storage. The storefront on that level is storage only and will include shopping carts.

- **Mark London** noted that it was his understanding from Ken Barwick that fixtures on wheels are allowed in the flood plain since they can be readily moved.
- **Chuck Sullivan** said these issues are still being ironed out with FEMA and nothing will be done that is not allowed.

John Breckenridge said with regards to stormwater management, he is concerned that flow through will be needed on the Water Street side to prevent damage to other properties and asked if there is an engineer on board for stormwater management. **Dave Taglianetti** said that the stormwater management plan is to be within regulations and VHB is working on the plan this week. **John Breckenridge** noted that Horsley Whitten has worked on prior projects on the Island and asked if VHB was familiar with the firm and if VHB would be willing to work with it him. **Dave Taglianetti** said it would not be a problem to work with them.

Doug Sederholm questioned the elevations that the building is proposed to be built, noting that the front would be at elevation 6 feet and the back at elevation 8 feet. **Dave Taglianetti** said that the FEMA elevation is 8 feet and the draft FEMA plan will change this to elevation 11 feet, effective in 2014. Stop & Shop's plan will be in line with uses allowed by code and will be within the floodplain elevation.

Doug Sederholm asked if Stop & Shop was in agreement that the water level rise is increasing and not going down. **Dave Taglianetti** agreed.

There was a discussion about flow through and the garage elevation.

- **John Breckenridge** asked what is Stop & Shop's understanding of what code states about damage to other properties and flow through.
- **Dave Taglianetti** said the garage elevation needs to be at elevation 7'-6".
- **Erik Hammarlund** asked when the last time was that that elevation was reached in that area.
- **Fred Hancock** asked if elevations 8 and 9 could be shown on the plan.
- **Dave Taglianetti** said the grading plan that was submitted was elevation 7'-6" for the garage. Any flood reaching 7'-6" would flow into the garage. The garage is sloped from elevation 8' to approximately 4.8' so it can drain.
- **Fred Hancock** noted that there is a mechanical room in that area.
- **Dave Taglianetti** said the mechanical room is at elevation 8' and Stop & Shop will work with the engineers to meet code; it is their understanding that code is at elevation 8' today and will be going up to elevation 11'.
- **Katherine Newman** said that it is her impression that in a floodplain, the flood wall is solid but wouldn't you want water to flow in and out?
- **Dave Taglianetti** said there is no free flow with the garage. It is up to the architects to make the front of the building waterproof.
- **Joan Malkin** asked if Stop & Shop wants the two extra feet for protection.
- **Dave Taglianetti** said that should be a consideration for Stop & Shop.
- **John Breckenridge** said the discussion is about topics that we are not proficient about and thought perhaps a peer review might be helpful.
- **Dave Taglianetti** said that Stop & Shop is happy to work with other consultants to provide the best project for the community.

- **Sam Koohy** said that he has been through numerous storms and the water has never reached the front door.

There was a discussion about the garage and the height of the building.

- **Joan Malkin** asked how high the ceiling is from the garage entry.
- **Dave Taglianetti** said the finished elevation of the second level is 18'-6".
- **Chuck Sullivan** said the core of the garage is actually deeper than the area for the mechanicals since it needs to be above the floodplain. The garage is 4'-6" more to accommodate the parking.
- **Joan Malkin** noted that there is a concern that the building is too high and perhaps to accommodate the height issue the ceiling height of the garage could be lowered to help compensate for overall height of the building.
- **Dave Taglianetti** said the ceiling height is constant and the garage floor will pitch.
- **Christina Brown** noted that the particulars and these details are relevant and a cross section of the building would help to explain them, so perhaps that could be submitted to help clarify.

2.3 Applicant's Presentation

Dave Taglianetti presented the following.

- It is important to convey to the MVC that there is a lot of discussion taking place about the work being done in the municipal lot.
- A review was presented comparing the proposed and existing lots.
- Pedestrian safety is a concern. The existing sidewalk is on the north side of Norton Lane and pedestrians have to cut across the travel lane to proceed to Water Street. There is no separation between the vehicular lane and the pedestrians. Vehicles have to circle around the lot creating points of conflict. Improvements will be made by continuing the sidewalk on the south side of Norton Lane to Water Street. This will eliminate the three points of conflict with vehicular movement.
- The proposed plan provides 60% more landscaped area.
- The proposed plan f is to have two-way circulation throughout the lot, which will make it easier to find a parking space.
- Utility poles will be removed and the utilities will be underground.
- Removal of the comfort station is something that the Town of Tisbury has supported. The Town does not feel the comfort station is necessary.
- Stop & Shop will provide restrooms and they will now be located at the front of the store and they will be open year-round, which the comfort station was not.

Brian Smith asked if Stop & Shop feels that they could operate the proposed store with the current parking lot. **Dave Taglianetti** said they could but would have to cone off a few spaces during the deliveries to allow the trucks to turn. It is tight but it could be done and there would be a store manager to oversee the operation.

There was a discussion about the sidewalk.

- **Erik Hammarlund** said that he uses the parking lot frequently. It seems silly to think that pedestrians will use the full sidewalk rather than crossing diagonally across the lot as they do now.

- **Dave Taglianetti** said the design will make it convenient but it cannot preclude anyone from crossing through the parking lot.
- **Erik Hammarlund** asked how wide the sidewalk is. **Dave Taglianetti** said it is six feet wide.
- **Geoghan Coogan** said people cross the parking lot diagonally because semitrailer trucks are there now on the side of the store so they are unable to walk along the side of the building. With the proposal, visually it will look like a walkway and not lanes of traffic as it does now. A clean sidewalk doesn't exist right now.
- **Mark London** said that whether the parking lot is reorganized or not, no one would suggest that the sidewalk remain on the north side of Norton Lane. It is only on the "wrong side" today to accommodate the Stop & Shop truck. The only logical solution is to have the sidewalk running alongside the store to alleviate points of conflict and no one is suggesting keeping the sidewalk where it is.

Mark London commented that there doesn't seem to be that much difference between the two plans for the municipal lot and suggested that it might be useful to come up with a single plan that combines the best of both plans, such as putting the Norton Street sidewalk alongside the store, keeping the vegetated islands in the existing lot, and providing good access to the truck dock. It could incorporate options, such as closing off the bottom of Norton Lane and eliminating the comfort station, which could be decided or implemented later.

Dave Taglianetti said that Stop & Shop feels that they are trying to represent a proposed building that will work for the community and will change one thing or ten things to the municipal lot if it will provide the best fit for the community. Stop & Shop will continue to work with the Town on the municipal lot issues and would like to put this issue behind us with the MVC and move onto the next issue.

There was a discussion about the truck access.

- **Tripp Barnes** asked how long the existing restroom building is.
- **Mark London** said it is about sixty feet. Tripp Barnes noted that is not much longer than a trailer truck and still does not understand how the trucks will turn with all of the trees and bushes.
- **Dave Taglianetti** said the truck turning movements were provided for the peer review. A WB50 (a 50 foot wheel base with a 46 foot trailer and a 12 foot truck for a total of 58 feet) template was used to show the movements. The peer review thought the turning movements could work. Stop & Shop will have an employee present to stop pedestrians and vehicular traffic. The delivery will also happen once a day.
- **Tripp Barnes** felt the turning movements need to be reviewed again. With the size of the truck and the operation, it needs to be addressed.
- **Geoghan Coogan** said the proposed plan to remove the comfort station is what Stop & Shop prefers and believe will work.

There was a discussion about restroom facilities.

- **Erik Hammarlund** said there are a lot of questions about the comfort station being removed and if it is removed what public access will Stop & Shop give for use of their restrooms.

- **Geoghan Coogan** said the restrooms are being moved to the Cromwell Lane end of the store and will be clearly signed.
- **Deborah Farr** corrected him, saying that the restrooms will be at store level at the corner of Norton Lane and Water Street.
- **James Joyce** asked if they are handicap accessible.
- **Deborah Farr** said they are by the ramp or the elevator and will be ADA compliant.
- **Erik Hammarlund** said it seems an error on the part of the Town to move them farther away from Main Street and noted that Oak Bluffs just rebuilt the public comfort station next to the SSA ferry terminal, even though the terminal has restrooms.
- **Joan Malkin** noted that there is a line in the summer to use the facilities.
- **Erik Hammarlund** said there is no place to use restrooms in the summer in town. Tourists, people with kids and strollers, have to use the facilities. Having to use an elevator and go into a store is an inconvenience.
- **Geoghan Coogan** said the current restrooms at the comfort station are open from 9:00 a.m. to 5:00 p.m. during the peak season. With them being located in Stop & Shop, they will be open during the store hours.
- **Linda Sibley** said it would be much better if the restrooms were in the corner of the store that is right across from their current location and not have to use an elevator. That would be an excellent replacement.
- **Fred Hancock** agreed with Linda Sibley saying that if Stop & Shop looked at how they are used now, they would see people with bicycles and families with strollers. People do not want to be that far away from those types of personal items. After 6:00 p.m. there is not much foot traffic in Tisbury. A tourist town can never have too many restroom facilities.

Chuck Sullivan presented an architectural review.

- He met with Harold Chapdelaine and discussed revisions to address the massing of the building.
- He and Harold tried to tie into the Main Street aesthetics, which is made up of Greek Revival buildings.
- The gables were changed on the east and north sides and windows were added to the gables.
- The flat signage was eliminated and a wall mounted bracket sign was added.
- A few dormers were added to break up the solid wall on the north side elevation.
- Greek Revival detail and corner boards were added to the design.

John Breckenridge noted that the three dormers are single window and not double and there is a slant roof rather than a gable roof and asked why. **Harold Chapdelaine** said the single windows facing the parking lot are reflective of the architectural vernacular on William Street and Main Street and applauds Chuck Sullivan's creativity in understanding the detail of William Street and Main Street. The windows could take natural light and flood it down on the cash register area and help to deinstitutionalize the interior.

Katherine Newman asked how you get the bicycle to the rack that is in the garage if you have to maneuver with doors. **Chuck Sullivan** said the doors could be on an automatic opener and showed the bike rack area on the proposed elevation.

Katherine Newman asked if there is a reason why the bike rack is not on the outside of the store. **Chuck Sullivan** said there is an area outside of the store but it was discussed to landscape that area.

Fred Hancock noted there appears to be a wall of ventilation grates on the parking lot side to the left of the garage. **Chuck Sullivan** said it is natural ventilation for the garage. The exact square footage requirement has not yet been obtained so the area may be diminished. The idea is to detail it like a trellis to make it aesthetically pleasing.

Fred Hancock asked whether there are grates on the other side of the garage for a breeze through. **Chuck Sullivan** said it may be possible.

There was a discussion of the Water Street sidewalk.

- **John Breckenridge** said the sidewalk on Water Street is currently narrow, perhaps five feet in some areas, and asked if that has increased with the proposed plan.
- **Geoghan Coogan** said the existing Chinese restaurant far corner is 7'-3"; the proposal is 10' and backs down to 7'-4" with no shopping carts. The narrowest point is 7'-5" on the proposed sidewalk. The Black Dog has 7' narrowing to 4'-6".
- **Mark London** said that it has been suggested that there be a walking area at least five feet wide, and also a row of trees along Water Street. He raised the possibility if using the blank wall in the middle part of the Water Street Elevation for visitor information, such as maps and directing people to the Chamber of Commerce visitor center around the corner.
- **Deborah Farr** thought it would be possible to add street trees along the sidewalk by using grates that can be walked on, similar to what is used in city applications.

There was a discussion about the shopping carts, garage, and parking lot access.

- **Erik Hammarlund** asked how shoppers with carts get to the garage and where the carts are returned.
- **Chuck Sullivan** said there is a handicap ramp and elevators; the elevators hold approximately three people and three carts.
- **Linda Sibley** asked what the busiest time of day for the store is.
- **Sam Koohy** said it is 4:00 to 8:00 p.m.
- **Linda Sibley** asked if anyone has stood outside the store and counted the number of people going in and out with shopping carts within a 15 minute period to try and determine if there will be a bottleneck with the elevators.
- **Sam Koohy** said the only people that will use the elevators are the cars in the garage. The other shoppers will use the stairs or the handicap ramp. There will be three points of access to the store; one outside and two inside; one freight elevator and one customer elevator.
- **Joan Malkin** noted that as a shopper her choices for access to the store are the front door and down the ramp, the stairs or the elevator. So, where do the shoppers put their carts in the parking lot?
- **Sam Koohy** said the carts will be left in the parking lot and he has four associates that will retrieve them, similar to what is done today.
- **Joan Malkin** raised the possibility of a cart return.

There was a discussion about the ridge line of the roof.

- **Erik Hammarlund** said one of the real issues is the unbroken 300 foot flat line of the roof. Is there any way to break up the roofline? Nowhere on Main Street is there a long continuous roofline.
- **Chuck Sullivan** said the roofline is half the length of the building but it is not 300 feet.
- **Tripp Barnes** suggested adding a widow's walk for the public.
- **Erik Hammarlund** noted that the Tisbury Marketplace approached the problem with fake gables to help break up the look of one continuous building.

Leonard Jason asked if Stop & Shop has ever done a two-floor store. **Deborah Farr** said there is one in Connecticut and several in New York and New Jersey and those stores are much busier than the Vineyard Haven store is and will be. A lot of the urban stores are designed like this. There is a Shaw's store in Prudential Place in Boston and it has one elevator. The Shaw's store in Chestnut Hill has one inclinor and one elevator.

2.4 Testimony from Public Officials

There was a discussion regarding the Planning Board's concerns.

- **Tony Peak** of the Tisbury Planning Board said many of the Planning Board's concerns have been touched on but he would like clarification on what Dave Taglianetti said regarding the Town approving the parking lot configuration.
- **Dave Taglianetti** apologizes if he used the word approved.
- **Geoghan Coogan** said the applicant is working with the Tisbury Board of Selectmen and is making good progress with the Town. When they have come to a position where that information can be presented they will.
- **Tony Peak** asked if the Town or Stop & Shop have done any actual counts on the use of the comfort station and is the comfort station manned.
- **Geoghan Coogan** said usage counts have not been done and the station is manned with a limited number of employees.
- **Tony Peak** noted that it was said that propane would be used which would require tanks and asked where they were on the plan.
- **Dave Taglianetti** said that is a consideration and it is not yet on the plan.
- **Tony Peak** said there will be one truck per day early in the morning, it will take one to two minutes to put the truck into position and the parking lot needs to be reconfigured. He asked why that process could not occur on Water Street and have the truck enter from that location. He witnessed a tractor trailer driver manipulate a truck on 42nd Street in New York up a ramp within a short period of time. Because the Edgartown Stop & Shop is a more conventional store there is a loading dock in the back. Cromwell Lane and the parking lot are not the back of a building. To have the truck and the ramp pushed outside the building envelope is not a welcoming quality to the general public and needs to be rethought. In general the height of the floor at approximately 18'-6" was set by the head room of the parking lot.
- **Chuck Sullivan** noted the height of the floor was set by Stop & Shop's in house architects and he assumes it was set to accommodate the parking. The elevations were given to him.
- **Tony Peak** said in general he spent a fair amount of time in the parking lot and Water Street this weekend. He knows a substantial part of the Town's parking is accommodated

with this lot. The lot should be thought of as a lot for the entire town. Increased traffic around the perimeter of this lot will create a barrier to the downtown. Water Street is a cul-de-sac and Tisbury is defined by a nineteenth century street layout. The Planning Board feels in an attempt to alleviate traffic, the traffic flow could be reversed on Union Street. He would like to see the project go forward and it will be beneficial to the Town but there is a need to coordinate traffic patterns through the Town. He doesn't think dealing with that issue needs to stall the project.

- **Doug Sederholm** asked who the decision makers are with regards of opening up ways and changing streets.
- **Tony Peak** believes it is the selectmen's prerogative to initiate and perhaps the Town Meeting would be involved, it is not the Planning Board. The Planning Board oversees very little of the actual work. The Planning Board does not seek, by its efforts, to discourage business or prohibit private property development. The function of the board is as a facilitator to help individuals make these developments and enhance their projects with the surrounding area with ways they may not have considered.
- **Doug Sederholm** asked if the Planning Board has had any discussion with the Board of Selectmen on traffic planning.
- **Tony Peak** said the Planning Board has had some discussions with the Board of Selectmen.

Henry Stephenson is a member of the Tisbury Planning Board and said the Board has laid out some recommendations for the parking lot.

- It is possible to accommodate the needs of the new Stop & Shop building and provide significant practical improvements to the existing lot, without requiring a total revision of the lot and the demolition of the landscape.
- The proposed modifications by the Planning Board will improve access throughout the lot for both cars and trucks by creating two-way circulation for all parking bays.
- Attractive public sitting and meeting areas can be created at both ends of the lot.
- The comfort station can be retained. With or without a comfort station, a public space at the upper end of the lot with shaded seating areas, bike racks and information should be maintained.
- The Board has provided two plans for the parking lot and the main difference between the two plans is that the second one relocates the landscape islands to provide wider bays and travel lanes across all three bays. Neither one recommends another travel way at the top of the lot.

Katherine Newman noted both of the Planning Board's plans maintain the exit at Norton Lane and said that she understood why but also noted that she supported the pedestrian way that was proposed by Stop & Shop. **Henry Stephenson** said the Planning Board is leaving Norton Way open because it is open now and more study is needed to determine if it should be changed. Closing Norton Lane may not be a good idea right now.

Tristan Israel is a member of the Tisbury Board of Selectmen and the Board of Selectmen is working with the Town Administrator and talking with Stop & Shop and the Tisbury Planning Board and are trying to come to a consensus of ideas. Overt decisions and votes have not been made. The Board of Selectmen has explored a lot of options regarding the restrooms and has talked with Stop & Shop on the subject. The Board will continue to do what is right for the Town.

The project will be an asset for the Town. If mitigation is needed, the Board will incorporate that. The Board of Selectmen has questioned how many parking spaces will be taken in the garage by new employees and what that impact will be and would also like to see some of the spaces dedicated to the employees. In addition, the Board would like to see some other contribution perhaps to the Park & Ride for the employees and would like mitigation from Stop & Shop for the increased impact.

2.5 Public Testimony

Judy Federowicz is a member of the Tisbury Historical Commission and would like to discuss the scale, scope and traffic as related to the proposed project. She compliments the Stop & Shop manager on his staff. They work under tough conditions now and they are very accommodating. With regards to the scale of the project, the height of the first level could be reduced so there is not such an extremely tall building at the gateway to the Island. The proposed building is not welcoming. The gables are great but more attention is needed. Traffic impacts the residential area of the town. If you change the direction of Union Street you will lose parking spaces. Cars do circulate until they find a space. Craig Whitaker is a member of the Tisbury Historical Commission and has a great background on traffic control. It would be a good idea to look at the various traffic reports, Vehicle Miles Travelled and EIA and she hopes that has been done. This location is the gateway and the rear of the buildings of Main Street are not the prettiest, but we also don't want to look at this huge building.

David Vigneault is from the Dukes County Regional Housing Authority. He wants to draw attention to the proposal's impact on housing and support and respectfully requests that it be reviewed. Housing assistance recipients include the employees of Stop & Shop. What is the impact of adding fifty additional employees?

Bill O'Brien of Stop & Shop submitted a petition with 1500 signatures gathered at Stop & Shop in support of the project.

Ken Maciel works for the Town and works at the comfort station. The comfort station is closed for four months and during that time the Police Department or the SSA Terminal is used. As long as there is proper signage he doesn't feel there will be a loss if the comfort station is removed. He also plows the municipal lot and right now it is difficult to plow with the current layout.

Patricia Daignault is a manager at Stop & Shop and was asked to speak on behalf of several senior residents that use the store. They would like better products, better parking and wider aisles, especially for those that use electric carts. These seniors have signed the petition in support and they hope the project is approved.

Miki Bodnick said she has not heard anything about the accessibility for the disabled and the elderly. She is not sure how the ramp access to the building will function. The bathrooms have to be accessible to everyone and they must all be handicap accessible. She is a physical therapist and suggests that Stop & Shop be in touch with a rehab expert to understand how accessibility has to be done. Where will handicap parking be located and how do you access the store from that parking? **Chuck Sullivan** said that the store will be ADA compliant and meet Mass accessibility requirements. The ramp will meet the codes with regards to rise and landing.

Miki Bodnick said that sometimes the requirements need to be tweaked and suggested the designers take advantage of what the VNA can also offer on the subject. **Chuck Sullivan** said that he would be happy to discuss with anyone in more detail.

Harold Chapdelaine said it was suggested that if the comfort station is removed, that there be a pedestrian walkway across the top of the parking lot. That is a good idea, but is that land available to Stop & Shop to do that? **Dave Taglianetti** said there is private real estate in that location and it needs to be verified if the walkway can be done; Stop & Shop will look into that.

Harold Chapdelaine said it was also mentioned that the utilities would be underground, yet NSTAR said the transformers could not be subterranean with the Vineyard Playhouse project.

Dave Taglianetti said the transformers will be inside the footprint of the building.

Harold Chapdelaine raised the possibility that the parking in the garage be restricted to compact cars, with trucks in the parking lot. **Chuck Sullivan** said handicap vans cannot be restricted from using the garage.

Harold Chapdelaine made a number of additional comments.

- He wishes everyone stays true to the historical details with the design and the project is made very palatable to the public.
- Stop & Shop does function on town owned property and there is an easement in place. The intent of the easement at the time it was granted was to accommodate a very limited footprint. Perhaps now is the time to suggest that Stop & Shop build on their own property. It would be a good faith effort for Stop & Shop to say we were a guest and now is a good time to take ownership back. This would also allow Norton Lane to continue to exist.
- The triangle of property that separates Stop & Shop from the Housing Trust property is an opportunity to bring different constituencies together by giving the property to the Housing Trust. Perhaps then the Housing Trust could build their building adjacent to Stop & Shop. He would be glad to research and reach out to that property owner and suggest that Stop & Shop then work in conjunction with that property owner.
- He was originally opposed to the project but now feels we should support this effort to serve the needs of the entire community. The applicant should define what will be the appropriate retail coming out of that building.

Brian Smith said Stop & Shop has stated that it will be a grocery store. **Erik Hammarlund** said Stop & Shop has not made their final offer and the Commission will consider that information when the offers are reviewed.

John Breckenridge noted that Harold Chapdelaine has been an advisory to the Tisbury Board of Selectmen and asked if the Board has been responsive. **Harold Chapdelaine** said the Historic Commission will go through a process and is in support of the project. In letter form, as well as at a selectmen meeting, that information will be provided to the Tisbury Board of Selectmen.

Katherine Scott lives next to Norton Lane and noticed the MVC is doing traffic measurements around Five Corners but not at Norton Lane. It is important to understand where the traffic on Norton Lane goes; is it to the SSA terminal, to the parking lot, or to Cromwell Lane? After looking at the project plan on the MVC website it looks like an obstacle for where the traffic will go. Perhaps the origin-destination studies should be reviewed thoroughly. She wonders if shutting off

Norton Lane will create backups on Main Street since there will be only one egress from the parking lot. Stop & Shop wants to increase their customer base and what is that number and where are those customers coming from with regards to traffic? Have those studies been done? One car per hour increase does not seem a reasonable number, especially for those who live on the Vineyard and understand the traffic issues in that location. Changing the direction of Union Street won't work. If it is made a two way street, parking spaces will be lost and if the direction is changed the traffic would end up going up Woodlawn. With regards to two-story stores, Vineyard Haven is not the Prudential Center in Boston and is not urban. FYI, there is a bench at the comfort station which is used.

Joe Ravaiese is in support of the store and a better shopping experience.

Dawn Bellante lives in Tisbury and just this morning as she was walking down the street, she could see the harbor and the sailboats. She spent most of my life living in larger cities and feels some of the major principles have been overlooked. She doesn't hear people saying they need wider aisles or a better selection; she hears about the congestion, traffic, and not losing the small-town feel. To think the town needs a store of this size and scale and to give up some of the site lines and the scale of ambience that can never be gotten back is unfathomable. She is shocked and surprised. She is also glad to hear so much negotiation and discussion with the Town.

Hyang Suk Lee is an architect and designer who provided slides to illustrate what he feels about the project and offered several suggestions.

- From a winter aerial view of the town, the town as a whole is beautiful and in the summer it is chaos.
- The first thing you will see coming from the ferry will be so many parking spaces. The problem is that the town needs central parking spaces and does not have them. He showed a slide that shows possible locations for central spaces that would be enjoyed by the public. The traffic planner did not want to show this slide showing how Norton Lane has been plagued as an important access way. There are limited traffic flows and perhaps that is why Vineyard Haven hasn't grown as much as the other towns.
- All we heard last time was about the pedestrian walkway being incorporated into the side of the building. That will create a dark, dark wall. The last time he saw a wall like that was the Berlin Wall.
- This is an urban project similar to Cambridge, MA and not a rural project. The town will be more congested if Norton Lane is closed.
- He did a quick study of the number of residents in the town and compared the population size to the size of the markets in each town. Oak Bluffs has the Reliable Market and the population is larger in Oak Bluffs but the size of Reliable is smaller than the current Vineyard Haven Stop & Shop. Cronigs in Vineyard Haven has 106 parking spaces and the proposed Stop & Shop will have 42 spaces in the garage with a large store and it will be more congested. The Edgartown Stop & Shop has 120 parking spaces.
- He also compared the proposed project off-Island grocery stores. Trader Joes in Cambridge, MA is only 8,000 s.f. with a population of 106,038. The Trader Joes in Brookline has 55 parking spaces and the town has a population of 56,732 and there are people supervising the parking lot and the store rents additional parking spaces from the building next door. Whole Foods in Cambridge, MA has 150 parking spaces and the town has a population of 106,038. That store is on the second floor and people use the

escalator, do we want to see an escalator in Vineyard Haven? Do we really need that large of a store? The slides show the scale of Whole Foods in Cambridge as well as other architectural details that might be considered for the proposed project.

- The proposed project has a monolithic roofline. He showed slides showing a mockup of how the store will look from various locations, such as from the MVCS Thrift Store.
- He was told yesterday that the Caleb Prouty house was moving to Evelyn Way. He suggests that the house could temporarily be moved to the old fire station location or a better location that would be more suitable than Evelyn Way.
- He asks can they or can we do a better design without conflicts and embrace the public, as we are the store's shoppers.

Harriet Barrow said with reference to the water quality, it was said that there will be a water quality unit and it was also mentioned how polluted the water was around the parking lot. This needs to be closely looked at since that water goes into the harbor. She has previously worked with Fred LaPiana in developing landscape swales to help prevent water runoff into the harbor and landscape swales should also be done for this project.

Chris Fried said he heard the Stop & Shop manager talk about never seeing water go into the building. It should no longer be assumed that the old design requirements should be used, as water levels are no longer stable and are ever changing. He is glad the building design is being reviewed to address this issue.

Sam Koohy is the manager of the store and the building is being designed for the community and the population of the community. Stop & Shop is just a grocery store and it being designed with Union and Main Street in mind. Stop & Shop is not trying to build a monster and wants to be accommodating to everyone and he hopes that everyone will be supportive.

2.6 Commissioners' Questions

Fred Hancock said looking at the water management plan, the water handling is with infiltrators; he asked whether they are on Stop & Shop property or on the municipal lot? **Dave Taglianetti** said the infiltration system will handle Stop & Shop as well as the municipal lot.

Erik Hammarlund would like a clear understanding why Stop & Shop does not put the pedestrian access ramp on their property and hopes it will be addressed at the next meeting.

Tony Peak said with regards to stormwater related issues, he believes Stop & Shop said the plan will include a second phase discharging into the wastewater system. **Dave Taglianetti** said that according to the State Building Code, any discharge from the parking garage must go into a sewer system. Fred LaPiana said that is against Town Code, so it needs to be addressed. Stop & Shop will work with Fred LaPiana and others in the community to come up with a good design.

Leonard Jason is haunted by the slide and asked if the building is to scale.

Dave Taglianetti confirmed the building is to scale. **Leonard Jason** noted the building is as big as the parking lot.

Joan Malkin said with reference to how long it takes to back up the truck, why not do it at Water Street; she is concerned about the truck backing up with a pedestrian way. Can the

revision to Water Street be considered and discussed? **Chuck Sullivan** said there is also a sidewalk on Water Street.

Geoghan Coogan wanted it noted that the Caleb Prouty house is not going anywhere right now. There are several interested people and when a decision has been made the information will be shared. **Linda Sibley** said the house is important and it needs to be saved and it is also important where it is moved to. **Geoghan Coogan** agreed with Linda Sibley.

Deborah Medders asked the MVC, based on their experience with projects of this magnitude, what the public can expect when the Town parallels the process with the Commission. **Brian Smith** said the Commission makes a decision and then turns it over to the Town. The Town can be more restrictive than the MVC. **Christina Brown** noted the MVC does not make the final decision.

Harold Chapdelaine asked for clarity on what defines the size of the building. The concern about mass is huge and he hopes the applicant will recognize that and bring something of a reduced scale back to be reviewed.

2.7 Discussion of Next Public Hearing Date

Mark London will compile questions for the applicant and MVC staff that were raised at tonight's public hearing so they can be addressed.

Henry Stephenson said if he had known that a member of the public was going to be allowed to give a PowerPoint presentation, he would have also since there is more information about traffic flow and pedestrian ways. He will submit this material to the MVC so it can be reviewed.

There was a discussion about transportation issues.

- **Angie Grant** of the VTA said she will not be on Island on September 5, 2013. There is a lot of concern regarding traffic, but she would not be available to address it from the VTA perspective.
- **Mark London** suggested that once the peer review of Stop & Shop's latest traffic information has been completed, there could be a working session with Stop & Shop, Commission staff, and Town representatives.
- **Angie Grant** said that is a great idea but if additional questions are posed at the next public hearing and that hearing is scheduled when she is not available, there will not be any answers at the hearing regarding the VTA.
- **Doug Sederholm** noted the public hearing cannot be scheduled around the VTA availability as other parties are also involved.
- **Linda Sibley** agreed with Doug Sederholm but also felt it was important to have the VTA present at the public hearing to address the questions and concerns.
- **Leonard Jason** also noted that someone is needed to determine the impact on the SSA and the VTA during construction.
- **Geoghan Coogan** said the applicant has been talking with the Town and the VTA, but they don't know when the project will be approved so the applicant does not have a plan yet.

Erik Hammarlund said since the applicant does not have a set construction timeline of when they expect to start; the Commission could have a public hearing when it is not during a peak time of the MVC hearing issues.

Christina Brown moved and it was duly seconded to continue the meeting for four minutes. Voice vote. In favor: 14. Opposed: 1. Abstentions: 1. The motion passed.

Ned Orleans said he does not know what the application is since it is changing, and asked when that will be done. **Geoghan Coogan** said with respect that the bulk of the material has been submitted and the balance will be done as quickly as possible. The applicant waited a long time to get the traffic report so they could respond and the applicant will do as much as possible as quickly as possible.

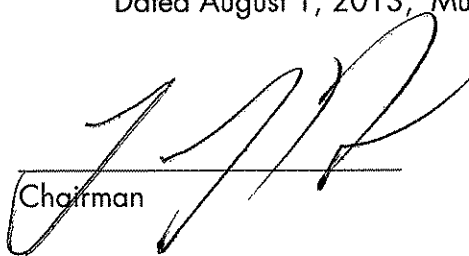
Brian Smith said there would be a Land Use Planning Committee (LUPC) meeting on the project on August 19, 2013 [subsequently postponed]. All materials for the public hearing should be submitted by August 20, 2013 so there is time to review.

Brian Smith, Public Hearing Officer continued the public hearing until August 29, 2013 [subsequently postponed], the location to be determined.

The meeting was adjourned at 10:05 p.m.

DOCUMENTS REFERRED TO DURING THE MEETING

- Martha's Vineyard Commission Minutes of the Commission – Draft Held on July 18, 2013
- Correspondence List 2013-08-01, DRI 89-M# Stop & Shop Expansion
- Stop & Shop Application Memo from Mark London, MVC Executive Director to Bill O'Brien, Dated July 22, 2013
- Letter to the Martha's Vineyard Commission from the Planning Board Town of Tisbury Dated August 1, 2013, Municipal Lot Alternatives


Chairman

9-19-13
Date


Clerk-Treasurer

10-1-13
Date