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Minutes of the Commission Meeting Held on July 11, 2013 In the Stone Building 33 New York Avenue, Oak Bluffs, 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), Paul Foley (DRI Planner), Christine Flynn (Economic Development & Affordable Housing), Sheri Caseau (Water Resource Planner), Priscilla Leclerc (Transportation Planner), Curt Schroeder (Administrator)

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

1. REPORTS FROM CHAIRMAN, COMMITTEES, AND/OR STAFF

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.

1.1 Chairman's Report

- **Fred Hancock** stated per the by-laws, that the Finance Committee is appointed annually and the Finance Committee will hold a meeting next week before the regular MVC meeting. He appointed the following Commissioners to the Finance Committee, all appointees to the Commission: James Joyce, Joan Malkin, Fred Hancock, Leonard Jason, Katherine Newman, Brian Smith and Ned Orleans.
- **Ned Orleans** did not accept the appointment to the Finance Committee.
- **Josh Goldstein** volunteered to be a member of the Committee representing Tisbury.
- **Brian Smith** said the next meeting is at 6:00 p.m. on July 18, 2013 and will be held at the Commission Offices at the Stone Building in Oak Bluffs. It will look at the finances of the past year and at the budget process.

Fred Hancock introduced Katherine Newman noting that she has returned to the Commission on a temporary basis to represent the Town of Aquinnah.

1.2 Committee Reports

Erik Hammarlund noted that the next Compliance Committee meeting is on July 23, 2013 at 8:30 a.m.

Christina Brown said that a meeting time for PED (Planning and Economic Development) is to be determined and is targeting to hold the meeting at 6:00 p.m. prior to the first MVC meeting in August.

1.3 Executive Director's Report

Mark London noted that there is a heavy agenda for the next LUPC meeting. The following will be discussed: discretionary referral of the NSTAR utility poles, the Edgartown Lofts project to add ten apartments above the Edgartown Post Office, and the Tara Hills/Houlahan Subdivision which was previously approved for 5 lots on 53 acres and they are now requesting 9 lots and is being treated as a mandatory review since it is so substantially different to the original proposal.

2. 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: Randy Hart (Stop & Shop), Dave Taglianetti (Stop & Shop), Deborah Farr (Stop & Shop), Chuck Sullivan (Architect), Geoghan Coogan (Attorney)

Brian Smith, Public Hearing Officer opened the Public Hearing at 7:00 p.m. and read the public hearing notice noting that the location for the hearing is the Tisbury Senior Center. The applicant is the Stop & Shop Supermarket Company and the project location is 18 Water Street (Map 7f Lot 6 Stop & Shop and Midnight Farm) 0.37 acres, 14 Water Street (Map 7f Lot 8 Chinese Restaurant) 0.128 acres, 15 Cromwell Lane (Map 7f Lot 7 House) 0.17 acres. Total area is 0.67 acres. The proposal is to consolidate three abutting downtown properties resulting in the expansion of the Stop & Shop Supermarket and the removal of all other uses on the site. The current proposal is a 23,800 square foot supermarket and a parking garage with 43 spaces. The process for the hearing tonight will be a staff report that will provide a review of the project, the applicant's presentation, and then the hearing will be open to testimony from public officials and the public.

Josh Goldstein recused himself from the meeting noting that his family, which is also his employer, is the owner of the Mansion House which has a parking lot on Cromwell Lane. He has sought the opinion of counsel as well as the State Ethics Commission and he has been advised to recuse himself from the meeting as a Commissioner.

2.1 Staff Report

Paul Foley presented the following:

- The zoning for the project is B-1 Commercial.

- Required local permits are a building permit and easements in the municipal lot will need to be renegotiated with the Town.
- Surrounding land uses include the SSA terminal, downtown business and residences.
- The house at 15 Cromwell Lane was built between 1810 and 1837. The Stop & Shop (originally A&P) front building and the restaurant building were built in 1950. The A&P back building (the former Midnight Farm) was built in the 1960's after demolition of a house built in 1810. In 1978 the restaurant (aka Harborlight) was reviewed by the MVC.
- The removal of all other uses on the site includes the historic house, the future of which is still to be determined.
- The proposal is a 23,800 square foot Stop & Shop Supermarket with the retail level one level above Water Street, above a 43-space parking garage at street level with Water Street.
- The proposal also proposes to reorganize the circulation and layout of the Town parking lot by cutting of the connection between Norton Lane (Extension) and Water Street and directing all traffic from Main Street via Norton Lane through the parking lot to the entry/exit on the far side of the parking lot.
- The proposed reorganization of the Town parking lot also includes the elimination of the public comfort station, partly in order to facilitate the access of Stop & Shop trucks.
- Existing uses include: the existing Stop & Shop grocery store (9,408 sf) and non-food store in the basement (4,162 sf), a furniture store aka Midnight Farm (5,203 sf), the former Chinese Restaurant (2,364 sf), a house at 15 Cromwell Lane (4,856 sf); totaling 25,993 sf.
- The proposed supermarket (23,800 sf) is 2.5 times larger than the existing grocery store (9,408 sf) alone and 1.75 times larger than the grocery and basement store. The gross square footage of the new store and garage is 49,670 sf or almost twice the gross square footage of the existing buildings (25,993 sf) and with a floor area ratio of 1.7.
- The project was referred by the Tisbury Building Inspector on February 13, 2013.
- The DRI triggers are 3.1a (Development of 2,000 sf Commercial which is a mandatory review), 3.1g (Increase Intensity of Use), 3.1h (Parking 10 or more spots), 3.1j (High Traffic Generator), and 4.2 (Demolition in a Commercial District).
- There was a pre-application meeting with staff on February 4, 2013 and LUPC meetings on February 5, 2013, March 11, 2013, April 1, 2013 and May 6, 2013.
- Site visits were done on July 9, 2013 and July 11, 2013.
- Key Issues Include:
 - Transportation: What will the traffic impact be of doubling the size of the store and adding 43 parking spaces on the already congested area, notably Water Street and the Five Corners intersection? How should the circulation work in and out of the town and Stop & Shop parking areas as well as the truck dock? Can traffic impact be offset by making improvements to the larger area?
 - Building Design: Does the building design harmonize with the scale and character of the area? Does it reinforce pedestrian activity on Water Street as well as Norton Lane and Cromwell Lane?
 - Use of Public Property: Is it appropriate that public property be used to accommodate a private company's expansion or can all needed elements be incorporated on private land? There may be an issue about the fact that the main

- (upper) entrance to the building is not on a public mapped street but is through a parking lot.
- Historic Preservation: Should the project design around the historic house at 15 Cromwell Lane, move it, or demolish it?
 - Stormwater: The site is partly in a flood zone and what pervious surfaces exist will be built over. How will stormwater be handled?
 - Economic Impacts: Does the project reinforce or undermine the Main Street business district? How can this project best catalyze improvements to the area?
 - Construction Process: What impacts from the construction process (e.g. traffic, staging, noise, dust, etc.) are anticipated and how will they be minimized and mitigated?
- Currently 12,068 sf (42%) of the property is open space. The proposal would eliminate virtually all of this. The applicant stated at LUPC that their intention is to “max out” the property. A residential yard behind 15 Cromwell Lane and a small yard behind the Chinese Restaurant would be built over.
 - There is no proposed landscaping on the property other than six planters on Water Street. The proposed reconfiguration of the Town Parking Lot eliminates about a dozen trees and the vegetated areas that presently break up the parking areas. The current parking lot layout respects the MVC Site Design and Landscape Policy (section 2B) but the new one does not. It says that “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 asphalt”.
 - This not is not National Heritage Endangered Species Program designated habitat.
 - The Public Archaeology Lab (PAL) carried out a historical/architectural analysis of the house and property at 15 Cromwell Lane. In addition to recommending that the building be preserved, PAL recommended that if any ground-disturbing activities are proposed for the parcel, the MVC consult with the Massachusetts Historical Commission (MHC) to develop an appropriate scope of work for archaeological investigations which would likely consist of an intensive archaeological survey.
 - The MHC in a fax dated July 10, 2013 recommends that an intensive (locational) survey (950 CMR 70) be conducted for the 15 Cromwell Lane property to locate and identify any significant archaeological resources. The letter states that MHC feels due to favorable environmental characteristics the site could be highly archaeologically sensitive.
 - The Cromwell Lane house might be eligible to be listed on the National Register of Historic Places.
 - The applicant says the lighting will be determined by code requirements and it is unclear whether this means that it will be limited to that required code.
 - The Stop & Shop corporate sign will be located above the Norton Lane and Water Street entrances. Plans show a billboard for advertisements and notices on the Norton Lane façade adjacent to the Water Street entrance. The mural will be relocated to the Cromwell Lane façade.
 - Noise levels are still to be clarified; there is a concern of the impact of the store air conditioning and mechanical ventilation from the parking garage.

- The proposal would be LEED (Leadership in Energy and Environmental Design) Certified and will meet the Massachusetts “Stretch Energy Code” as required by Tisbury zoning. There is no intention to install solar panels on the roof.
- Waste Management is yet to be submitted.
- The project is on town water.
- The project will be connected to the Tisbury wastewater facility. The Tisbury Sewer Control Board has approved the increased flow. With respect to nitrogen loading, the site is in the Vineyard Haven Harbor watershed which flows into open water that is not nitrogen impaired.
- The applicant has submitted a drainage plan with regards to stormwater and it is to be reviewed at the public hearing.
- Transportation Summary:
 - On March 10, 2013 the applicant submitted a Transportation Impact and Access Study (TIAS) prepared by VHB, based on the scope approved by the LUPC on February 4, 2013.
 - The MVC retained the service of Keri Pyke of Howard/Stein-Hudson Engineers (HS) who submitted a peer review on May 3, 2013.
 - VHB submitted a response to this peer review on June 27, 2013.
 - HSH’s comments on the VHB response were submitted just before the hearing.
 - MVC staff is currently taking traffic counts to check the volumes and queue length in the VHB report.
- Currently there are 65 parking spaces in the town lot and with the proposal there will be 64 spaces. There will be 43 spaces inside the garage.
- According to the VHB study, applying ITE Parking Generation Standards to the net increase in floor space would generate a demand between 28 and 77 additional parking spaces for a “typical” grocery store depending on the day of the week and the time of day.
- Traffic and parking projections are based on the net increases from the existing to the proposed uses.
- There will be one to two deliveries a day with Stop & Shop’s semi-trailers which have wheelbases of 40 feet. In addition, there are 15-30 truck deliveries per day from other suppliers using medium-sized or smaller trucks. Stop & Shop cannot realistically control the delivery times of the other suppliers. VHB has submitted plans showing how trucks can manoeuver into and out of the truck dock with the proposed modification to the Town lot eliminating the comfort station. They said at LUPC that it would be possible to get into the truck dock if the comfort station was retained.
- A critical issue is what the impact of doubling the size of the store traffic in the area, notably Water Street and on the Five Corners intersection, which is presently operating close to if not beyond its capacity. In response to a question from Ned Orleans, Paul Foley indicated that “impact” refers to potentially longer queues and slower traffic circulation.
- According to the VHB study, the only intersection with a notable crash frequency was Five Corners, which average 5.67 crashes per year, of which 76% were property damage only. This is greater than an average un-signalized intersection. VHB said it is likely due to the unorthodox layout of the intersection, confusion over who has the right of way, and the impact associated with heavy ferry traffic conditions leading to and after ferry arrivals.

- The proposal is located across the street from the Island's main year round ferry terminal. At the end of Water Street is a major terminus for seven bus routes which provides good transit access to the area, but could be impacted by additional traffic congestion at Five Corners or on Water Street.
- VHB suggests that the project will have few traffic impacts. Staff has raised concern that the traffic impacts risk being greater than estimated by VHB and could lead to increased congestion at this critical entryway to the Island and at Five Corners, one of the Island's most problematic intersections. This could negatively impact traffic on Beach Street/State Road corridor and could impact access to the ferry terminal.
- VHB has suggested that since they concluded that the project would have minimal traffic impacts there is no need for substantial mitigation. They propose:
 - Travel Demand Management focused mainly on employees. Also providing information about alternative means of transportation to customers and providing bike racks.
 - Updating the signage and striping on Water Street.
 - Pedestrian enhancements adjacent to the site.
- According to the MVC Affordable Housing Policy, there should be monetary mitigation for the store. The applicant is prepared to make a financial mitigation offer in accordance with the MVC affordable housing policy and the square footage and amount need to be clarified.
- The current assessed value of all three properties combined is \$3,530,300. The combined property taxes for all three properties in FY 2013 was \$38,960. The applicant expects the property tax bill will increase when re-assessed. The project should also generate additional sales tax revenue for the Commonwealth.
- Keeping the store in the town center would help reinforce the economy of downtown Vineyard Haven compared to relocating the store in a more outlying area.
- Stop & Shop is currently one of the larger employers in Tisbury. The applicant has not provided the current number of employees (year round and seasonal, full and part time) but estimates that this proposal will generate 50 additional jobs. They estimate that project development will create 150 temporary jobs in construction and trades.
- The store is one of the most highly visible locations on Martha's Vineyard, immediately across from the Island's only year round ferry terminal, the gateway to the Island. Therefore, the architectural design of the building will have a significant regional impact.
- The main traditional defining characteristics of buildings in the area are simple, large two and a half floor buildings (22-24 feet wide), with gabled roofs (slopes of 30-35 degrees, ridge heights of 28-35 feet) with vertically oriented double hung windows (equal to about 25-35% of façade area). The proposed building is a 113-foot wide and 240-foot long relatively monolithic box shaped volume with an essentially flat roof with sloping gables on the west, north and east facades.
- The Town Comfort Station now serves shoppers on Main Street and other visitors to the area. The proposal is to eliminate it, partly to facilitate access to the Stop & Shop truck dock. This would save the Town about \$30,000 a year. Eliminating the public restrooms could pose an inconvenience to shoppers on Main Street, since the other nearest public restrooms are down at the ferry terminal.

- With respect to the impact on abutters, the larger building, increased traffic and truck ramp will impact vehicular and pedestrian circulation and views.
- The applicant has submitted a description of the demolition and construction process that seeks to avoid peak summer months, describes staging for demolition and construction and where construction materials and equipment will be stored and how noise, dust and other impacts will be mitigated.
- The following correspondence has been received:
 - The Massachusetts Historical Commission recommends that an intensive locational survey (960 CMR 70) be conducted for the 15 Cromwell Lane property.
 - The Tisbury Planning Board submitted an initial list of recommendations on the initial plans.
 - Correspondence from members of the public include one from Chris Fried regarding renewable energy and support of the project from Ted Jachsberger, Deborah Wells, J. Richard Spatafora, Catherine Kinney, Roberta Lee Scott and Thomas Kowalski.
- Site plans and building plans, exterior elevations, architectural renderings of the proposed building, and a landscaping planting plan were reviewed. The mural will be located to the Cromwell Lane façade. The store restrooms facilities are located at the Water Street end of the store.
- Exterior and interior views were shown of the Caleb Prouty House located at 15 Cromwell Lane, which was built 1810-1837 and is in the Greek Revival style.
- Photos of the location were shown from 1960 and after 1960

John Breckenridge asked if the current truck loading dock is on Town property. **Paul Foley** confirmed that it is.

Brian Smith asked if there are current buildings on the Island that are similar in size to the proposed building. **Paul Foley** said the Edgartown Stop & Shop and Down-Island Cronigs are similar in size.

Katherine Newman questioned the truck ramp with pedestrian traffic in that area. **Paul Foley** said that Stop & Shop will review the traffic flow.

John Breckenridge asked if the comfort station is owned by the Town. **Paul Foley** confirmed that it is and there have been discussions with the selectmen regarding the removal but there has not been a public meeting.

2.2 Applicant's Presentation

Geoghan Coogan presented the following:

- He quoted the Island Plan;
 - "Lively, easily accessible Commercial Districts each with the anchor businesses that are necessary for the conduct of daily life are essential components of a healthy community and a strong economy. We should keep these activities in Town Centers and avoid retail development in other areas including the Airport business park or strip development along roads.

In order to have a vibrant downtown that offers the basic services needed by nearby residents, each town center should have a grocery store, pharmacy, post office and

bank. Tools that might be used to achieve this include providing property tax incentives for land owners and/or business owners who accommodate these businesses, using publicly owned land or buildings for such activities, and zoning some areas for these uses.”

- The Edgartown Stop & Shop store is about 30,000 s.f. and the Vineyard Haven store will be 24,000 s.f.
- It is hard to view the perspective of the store by pictures that are shown on a screen. By looking at the elevations of the building and the current location, the current proposal will be using less space than previously thought and will also be adding 43 parking spaces.
- The reason for the rising elevation is due to the flood plain.
- A number of configurations were laid out for the parking layout. The current proposal is a result of what was laid out with the Town of Tisbury and the selectmen. The elimination of the comfort station is a benefit to the Town and the applicant believes this plan is safer.
- When you come off of the boat now you walk by the eyesore quickly. The new plan will have landscaping and trees to buffer the large building.
- Stop & Shop understands the impact the project will have on Five Corners and this is a big building but we feel they are following what The Island Plan is asking for.
- The landscape plan was reviewed;
 - Currently there are 12 shade trees and the proposal is for 24 shade trees.
 - The Water Street side of the building will not have a lot of landscaping as that was determined in partnership with the Town. It will be more attractive to have landscaping further back from the street.
- There is not a complete roof design layout at this time but if the applicant can, solar will be utilized.
- The current municipal parking lot is hard to regulate and is not just for Stop & Shop. The parking garage under Stop & Shop will not be monitored but it will be closed at night for safety reasons. Stop & Shop is also discussing with the Town that perhaps they may want the Police Department to ticket the underground parking over two hours.
- Stop & Shop holds ten year-round leases with 25 bedrooms and they intend to continue that.
- Fifty new jobs will be created, 30% will be full time and 70% will be part time.
- The historical house at 15 Cromwell Lane has to be moved as construction cannot be worked around it. A number of private individuals have expressed an interest in relocating it and the applicant’s intention is to preserve and move it.
- The parking lot square footage should not be included in the gross square foot calculation for affordable housing mitigation.

Dave Taglianetti presented an overview of the project;

- When Stop & Shop was presenting the project to LUPC they heard about pedestrian flow down Norton Lane to Water Street. The new plan resolves the conflicts. Currently there is a conflict with trucks coming into the parking area and the pedestrian flow. Stop & Shop is proposing a sidewalk along the front of the store. Once the truck is in the loading dock it will be off the travel way and does not stick out beyond the door. This is a significant improvement from the current pedestrian flow.

John Breckenridge asked how that flow is affected since all deliveries are not made with the Stop & Shop trucks. **Dave Taglianetti** said the same dock services all trucks and it is a two bay dock showed that there will be one contact point between pedestrians and traffic on Norton Lane with the proposed plan, namely where the cars are turning into the garage.

Dave Taglianetti continued his presentation.

- Landscaping will be increased by 60% and only one parking space will be lost, however, the layout of the parking lot and the traffic flow improves.
- Sight lighting will meet code and Stop & Shop has had discussions on the subject with the Town. Luminaries and poles will be consistent with the Main Street lighting. The Town has already ordered six poles for the municipal lot and Stop & Shop will utilize them.
- The proposal eliminates a traffic conflict point at Water Street and the parking lot.
- Although the comfort station will be eliminated there are restroom facilities available at the Police Station and the ferry terminal. In addition there will be facilities available in the store. The combination of the three locations will be sufficient.
- There are four recorded easements with the Stop & Shop property; one for the entry, one for loading, and two for the sewer. The project will eliminate three of the easements and only one will be needed for the entry way.
- Significant landscaping improvements will be added on municipal land.

Fred Hancock noted that there is a sidewalk on Norton Lane from Main Street and it has the potential to connect to the Stop & Shop sidewalk, rather than across on the other side where there are buildings. **Dave Taglianetti** said that they could look at that idea.

Tripp Barnes asked where the traffic will be diverted that is coming down Norton Lane. **Dave Taglianetti** said that their traffic expert will address that later.

Dave Taglianetti continued his presentation.

- A review of the proposed utilities was presented.
 - The projected flow is based on 1,500 gallons per day and that projection should be approved by the Town.
 - There is an existing pumping station for the sewage for Stop & Shop and the proposal will tie into the existing system via gravity.
 - Currently there are three large utility poles and several overhead cables and wires for electric, phone and cable. The proposal is for all underground utilities and Stop & Shop is working with the Town and what they have done with the infrastructure to accommodate that.
 - The propane tank would be located on the municipal lot and that is still to be determined.
- The proposed stormwater plan is subject to the Conservation Commission approval. It is designed in accordance with Mass DEP and in coordination with the Tisbury Waterways. There will be a subsurface infiltration system. Roof runoff will be reduced and a portion of the municipal lot runoff will also be reduced. Garage runoff will have a catch basin and a water quality unit to service the lower level. There will be a net reduction in peak rate runoff.

There was a discussion about ground and water elevations.

- **Leonard Jason** asked what the depth of ground water is in the parking garage.
- **Dave Taglianetti** said it is around elevation 3, one foot below finished grade on Water Street. The garage is at the Water Street elevation at the lowest point. The back of the garage is at elevation 8.
- **John Breckenridge** asked what the current flood plain elevation is as well as the back elevation.
- **Dave Taglianetti** said based on the current FEMA maps it is elevation 7, but based on the survey that Stop & Shop did it is elevation 8. The finished Stop & Shop elevation is 18.5; it is at 5.2 sloping up to elevation 8 in the back.

Geoghan Coogan said this project needs to be looked at broadly. That is why Stop & Shop is proposing a change to the municipal lot and is working with the Town. The comfort station, landscaping and the sidewalks all need to be approved by the Town.

Randy Hart presented the traffic study.

- The traffic study was done based on the MVC regulations for a DRI. The scope of the study was approved by LUPC in the spring.
- The project is a redevelopment project replacing an existing structure with a 23,800-square-foot building and 43 additional parking spaces under the building.
- The study area includes eight intersections in the vicinity of the site and based on peak summer conditions.
- ITE projections were used in the study for traffic generation. In the p.m. peak hour the ITE rate is 9.5 trips per 1,000 square feet. Empirical data from Vineyard stores shows 14.6 trips per 1,000 square feet. The empirical data was used for the analysis.
- Weekday evening peak hour trip generation is 144 trips.
- The Level of Service is designated as A-F. A-E is acceptable and level F is not.
- Under existing conditions Five Corners is in the F range in the summer as well as for some of the shoulder season. As requested by Keri Pyke, they did detailed VISSIM modeling of the Five Corners intersection which showed similar results to the initial Synchro modeling

Erik Hammarlund asked if the peak period includes the unloading of the ferry. **Randy Hart** confirmed that it did.

Randy Hart continued his presentation.

- For Five Corners there is a projected increase during the weekday afternoon peak hour of 121 vehicles and on the Saturday morning peak of 116 vehicles. For the Beach Street/Main Street intersection, the increases are 74 vehicles for the weekday afternoon peak hour and 77 vehicles for the Saturday peak hour.
- There is no change in the Level of Service as a result of the projection at nine of the ten study area intersections. The intersection of Beach Street/Main Street and State Road drops from a Level of Service C to D with an increased delay of 6-8 seconds.
- Project Initiatives include a Transportation Demand Management Plan and restriping and signage along Water Street.
- Stop & Shop will have a Transportation Coordinator on site and will suggest car pool and ride share programs for employees as well as offer incentives to participate in the plan as well as using the MVTA.

- Commuter information will be posted and Stop & Shop will try to enhance bicycle and pedestrian access.
- There will be 10-15 vendor style truck deliveries per day (small SO30 or similar truck style). Deliveries will be in the morning and the delivery vehicle ingress was shown.
- The new parking layout will reduce conflicts and enhance the pedestrian experience up to Main Street.
- The parking area design and the access management strategy for Water Street were reviewed.

There was a discussion about the traffic flow and the parking lot design.

- **Brian Smith** noted that the store size is doubled, with two truck deliveries and 10-15 small truck deliveries per day and asked how that impacts the traffic flow.
- **Randy Hart** said the Stop & Shop trucks currently stay overnight. With the proposal it is a more normalized shopping experience for the consumer. There are wider aisles and shelves so restocking is not as frequent and subsequently you don't need more delivery time.
- **Brian Smith** noted that as a result of the project the turn on Main Street will be an additional 8-second delay and asked for clarification on the traffic delays.
- **Ned Orleans** questioned how the delay data can be determined since it is difficult to know what the effect of the backup stream will have on the downstream.
- **Fred Hancock** asked how the detailed model of Five Corners showed that Water Street and the bus turn-around would be affected.
- **Randy Hart** said that the VISSIM model did not extend to the Steamship terminal or the bus turn-around.
- **Tripp Barnes** also noted that a number of people use Norton Lane to get to the ferry, to avoid Five Corners.
- **Randy Hart** said that data was in the counts that were done.
- **Tripp Barnes** noted that the trucks have to back up on the blind side so it can be dangerous.
- **Randy Hart** said the protocol is to back the trucks in and it should only happen once per day and they are usually on the first morning boat when there is a lower traffic flow.
- **Tripp Barnes** noted that it is dangerous to block off both sides of Norton Lane and have pedestrians in the area.
- **Leonard Jason** asked how the loading dock will work and accommodate vendor trucks as well.
- **Dave Taglianetti** said there will only be one vendor truck at a time.
- **Leonard Jason** said that it doesn't work that way; the vendors arrive per their own schedule and they will be close to the sidewalk.
- **Joan Malkin** noted that when the delivery trucks are backing in the customer ramp will be inaccessible.
- **Dave Taglianetti** said it will be an inconvenience once in a while and in the early morning around 6:00 a.m. - 6:30 a.m.
- **Linda Sibley** asked how it can be determined who will decide to drive down Main Street to Norton Lane. If a significant number of people decide to do this, the intersection

will become much worse. It looks like a scenario has been done to make Five Corners look better but not looking at the effect it may have on Main Street.

- **Randy Hart** said that options were looked at for the use of Norton Lane and the analysis didn't show any major differences.
- **Linda Sibley** asked if Randy Hart did an analysis of Main Street.
- **Randy Hart** said that he had not, but there should be an improvement.
- **Erik Hammarlund** noted that State Road/Main Street intersection is supposedly at a Level of Service C-D and it will become D-E. From someone who works there, that Level of Service is not accurate as the traffic currently backs up to Cronigs.
- **Randy Hart** said the model is what they are required to use. It does not consider what is upstream or downstream. The analysis shows the differential between a no build and a build scenario.
- **Erik Hammarlund** said the question is whether the line of cars trying to turn on Main Street will result in traffic backing up more onto State Road. Will the additional 8-second delay increase the backup line?
- **Geoghan Coogan** said the traffic impacts will not be known until the project is built. The applicant can only do the best analysis based on the data that is available. The original model was not good enough so a more precise model was used.
- **Katherine Newman** asked where the bicycle racks are located.
- **Chuck Sullivan** said they are inside the parking garage and there will be signage for them.
- **Doug Sederholm** asked how Stop & Shop can conclude doubling the size of the store will have a minimal impact on traffic.
- **Randy Hart** said there will be a little less than a 5% increase in traffic. He noted that the building area has been decreased since the calculations were done, so the impact should be less than the calculations show.
- **Doug Sederholm** noted that most people know the traffic is backed up from Five Corners to the drawbridge and/or Cronigs and the applicant is saying they are adding 5% to that.
- **Randy Hart** said that as soon as you get away from the Five Corners intersection the percentage decreases and he does not believe it will be noticeable to the public.

Chuck Sullivan presented an architectural review of the proposal.

- The building has three main gables to be in reflection of Main Street.
- The entrance to the garage is off Norton Street.
- The design is trying to tie into the Tisbury aesthetics and they will work on the trim details to be accommodating.
- It is a shingle style building.
- The renderings do not include landscaping. The scale of the building will be brought down and the massing softened once the landscaping is added.

John Breckenridge noted that from Five Corners, the mass of the building is evident and there is no place for landscaping from that view. **Chuck Sullivan** said the gable could be pushed back a little bit to help but a lot of the buildings on Main Street have big gables and those buildings sit on the road as well. The goal is to break up a monolithic plane.

Fred Hancock said that the plans appear to have occupied spaces including a prep kitchen area on the parking garage level and asked if that these are part of the square footage calculation. **Dave Taglianetti** said these spaces have not been included in the building area calculation, but they should and will be.

Katherine Newman noted the proposal provides little accommodation for pedestrians on Water Street, and thought that might be a good location for street furniture and bicycle racks.

Geoghan Coogan said that the applicant understands that point.

Erik Hammarlund said there does not appear to be a lot of windows. He wondered whether it would be possible to put in windows that are not real.

2.3 Transportation Peer Review

Keri Pyke presented an overview of the peer review of the Traffic Impact and Access Study.

- The initial study was reviewed and the MVC received a response to the comment letter in May. Fifteen areas were reviewed including the study area, peak hours and the background on traffic growth. Many of these issues have now been resolved.
- With regards to the existing traffic data, there are still concerns about the seasonal adjustment factor and she recommends that new counts be made to get an accurate reading of summer traffic. The traffic impact analysis hinges on data collected in the off season. That analysis should be re-run to clarify the findings and be comfortable with the numbers.
- The VISSIM traffic model doesn't seem to accurately reflect the existing situation in that the maximum queue length at Five Corners is only 400 to 500 feet, whereas anecdotal evidence suggests that it much more than that. Perhaps it is because the geographic area covered by the model was cut off at that distance, so it doesn't really show the queue length. There appear to be other problems with the model as pointed out in her peer review memo. The model should be extended, rerun, and better calibrated to the existing situation.
- Since Five Corners has a higher-than-average crash rate, it would be useful to give some thought as to how to improve safety conditions at that intersection.
- If the new summer traffic data changes the seasonal adjustment factor, it should then be applied to the empirical trip generation number.
- The analysis of trip distribution of people using Main Street/Norton Lane versus Five Corners appears to have some math errors in the eastbound left-turn demand estimates in the Build condition in both scenarios and is based on the Synchro analysis that she felt was not the appropriate method for analyzing the Five Corners intersection given its unusual geometry and control. She suggests that the Applicant re-run the analysis using the VISSIM model for comparison with other scenarios and using the peak summer traffic count data.
- The management plan of the parking whereby the parking garage is used exclusively for Stop & Shop shoppers could increase demand on the Town parking spaces, leaving the proposed garage underutilized. Anyone planning a multi-purpose trip to patronize other shops and restaurants in addition to Stop & Shop will not park in the garage lest their vehicle be towed. It would be preferable that both the Town Parking Lot and the Stop & Shop parking be shared parking.

- The proposed reconfiguration of the parking lot and Norton Lane does not appear to be advantageous to the town in the absence of a commitment to manage both lots with uniform policies. Closing the direct access to Water Street from Norton Lane would force drivers who now head down Norton Lane to go directly to the ferry entrance, to wind their way through the parking lot and make a right turn onto Water Street and then left into the ferry entrance. This could lead some people to use Five Corners instead, increasing the burden on that intersection.
- A more detailed construction plan should be done including the impacts on traffic.
- There may be some benefits for pedestrian flow with the new plan.
- The applicant should explain more clearly how the loading docks will work.

Brian Smith asked if the traffic models account for the additional parking spaces and the impact on people driving around looking for a parking space. **Keri Pyke** said the models do not take into account a reduction in circulation for this reason.

Ned Orleans noted that Union Street was not included in any traffic analysis and it is a significant portion of the downtown area when traffic flow is talked about. **Randy Hart** said that Union Street at Main Street was included in the traffic study.

Fred Hancock asked if the new parking lot provides more efficiency. **Keri Pyke** said the most efficient way to park is at 90 degrees.

John Breckenridge noted that there is way of seeing how much parking is available under the building when you are in the parking lot. It potentially creates a conflict with pedestrian flow.

Geoghan Coogan agreed that it does present a conflict but the overall points of conflict will be reduced.

Doug Sederholm asked if it is accurate to state that the impact on traffic will not be known until the project is built. **Keri Pyke** agreed that it is not really known. There are two schools of thought. One is that it is already bad so if you add a few cars you won't notice. The other is that if you are in a rolling queue, even a small increase in traffic volume can have a notable impact as it can become cumulative. She believes there are a few tweaks to the model that can be done, such as extending to Beach Street so the model shows what you already know exists.

Geoghan Coogan noted that once the transportation studies are agreed on, the reality is that it might not be exactly what is expected. Stop & Shop doesn't care what plan for the Town Parking Lot and Norton Lane is approved. Three plans were presented earlier and they would be happy with any one of them. The one that was reviewed at tonight's meeting is the one that Stop & Shop felt was the best. The construction period will be from October to May and the store will be opened in May.

Mark London commented on the traffic situation.

- Clarification is needed on how the 5% increase in volume translates in delay and length of traffic. Apparently, when an intersection is at or beyond capacity as is the case with Five Corners, even a relatively small increase in volume could lead to big impact on congestion.
- When a traffic model is done, it is important that it be calibrated with the real world before using it to project future conditions. It appears that has not been done yet.

- The applicant has noted that their proposal for Norton Lane and the Town Parking Lot would have only one pedestrian/vehicular conflict along the side of the store, namely between the sidewalk along the side of the store at the entrance to the garage. He pointed out that this would also be the case with Norton Lane kept open and with the existing configuration of the parking lot.
- The applicants have indicated that Scenario 2 is still on the table as previously presented, namely building the store with the existing layout of Norton Lane and Town Parking Lot and keeping the Comfort Station. Since the approval process for changing these elements might delay the store construction, it would probably be in the applicant's best interest to demonstrate the feasibility of this option including how the access to the truck dock would work. The other changes could be done later.

Geoghan Coogan agreed the pedestrian-vehicular conflicts alongside the store would be the same for Scenario 2 with the sidewalk on the store side, but there was not room for a sidewalk on both sides of Norton Lane extension.

Randy Hart stated that a lot of time was spent on adjustment factors. What the impact will be has been shown and it may be improved by further analysis.

2.4 Testimony from Public Officials

Tony Peak of the Tisbury Planning Board read a general statement on the preliminary review of the plans and expressing a number of concerns that the Planning Board has. This expansion is being carried out within a small, complex, and already very congested area. Consequently, considering the issues affecting the plans for this project needs to incorporate a clear and comprehensive understanding, not only of the plans for the building but of the surrounding neighborhood.

Dave Ferraguzzi of the Tisbury Public Works Department said the backup generator for the lift station for the sewer is located at the comfort station and asked how that will be handled.

Geoghan Coogan said that Stop & Shop met with Fred LaPiana and the pumping station will go underground and Stop & Shop will house the generator.

There was a discussion about buses.

- **Angie Grant** of the VTA said there needs to be more details and discussion about the transportation plan and especially the impact on buses on Water Street.
- **Doug Sederholm** asked how many buses leave during Saturday peak hours or evening peak hours from the SSA.
- **Angie Graham** said it is 18-20 buses per hour but that number drops off due to congestion.
- **Brian Smith** asked if the number drops off due to volume of traffic as well as management of the traffic.
- **Angie Graham** confirmed that it was due to both factors. The VTA was assured that the buses would be moved quickly through the intersection, but it is not always happening. It is a challenge and the VTA does its best.

Harold Chapdelaine of the Tisbury Historical Commission made several comments.

- The Tisbury Historical Commission offers to work with the applicant to draft the historic covenants for the transference of title for the Caleb Prouty house located at 15 Cromwell Lane to ensure that the building is kept in perpetuity.
- The Tisbury Historical Commission offers to work with the MVC and applicant on the architectural design to make this project more palatable from a design point of view.
- With respect to Geoghan Coogan's reference to The Island Plan, the Plan was never meant to address the magnitude and scope of a project of this size.
- While there are benefits to this project, it might also destroy Main Street. Do we embrace this increase of services or do we drive out another business owner that contributes to the fabric of our community? That must be addressed as part of this project.

Craig Whitaker is a member of the Tisbury Historical Commission and said it is not hard to get accurate traffic numbers. Under the Tisbury Zoning By-laws, the number one item is to lessen congestion in the streets. Item five of the by-law says if a specific use is not mentioned to be built then it is prohibited; since there is no mention of a parking garage in the by-law, it may be prohibited.

Judy Federowicz is a member of the Tisbury Historical Commission. The quality of life, pedestrian use, the traffic flow, and the one-way streets must be addressed with this project. Tisbury is the gateway to the Island and that gateway goes through Five Corners. The quality of the town needs to be protected. Tisbury is known as the year-round town. There are restaurants that stay open and stores that meet all types of needs, not just the trinket shops. These are our citizens and they live and work here and contribute to the community. Mom-and-pop year-round businesses get absorbed by the big box stores. A grocery store is needed downtown, but is one needed of the size and volume that is being proposed? Cronig's expanded and there is another grocer in the town that wants to expand to a larger store. Design, scope and scale need to be looked at long and hard.

Geoghan Coogan noted that the project is a grocery store and there will not be a café in the store. If the health and beauty aid store is eliminated from the scenario, the proposed store is smaller than the Edgartown Stop & Shop store. The project is smaller than off Island Stop & Shop stores. This project would not be taking anything away from the Main Street stores, it is a grocery store. It will not have a pharmacy.

2.5 Public Testimony

Hyang Suk Lee is an architect and a designer and has worked on grocery store plans in many countries. He thought perhaps a metro style store should be considered, where the length of the aisle is reduced and would not require that ten of the same item be displayed. He questions the store design and the closing of Norton Lane as well as the parking lot design and the loading bay design. The new exit/entrance will be congested, especially with ferry traffic. The residents of Vineyard Haven use Norton Lane to access the ferry and not Five Corners.

Mary McCormick read letters on behalf of David Nathan, Dusty Burke and Pat Daignault and submitted them for the written record.

- David Nathan approves of the project and feels it is needed.

- Dusty Burke approves the project. The proposed model converts a less attractive building to an attractive one on Water Street. Parking is needed and the store will provide better products, availability and pricing. It will help to assure jobs for our youth.
- Pat Daignault is in support of the project. It will improve service, products and the downtown.

Diane DaChico is a summer resident and agrees with Judy Federowicz. The town needs a better design building and more parking but it does not have to resort to a building on steroids. Martha's Vineyard is an incredible Island and the residents need to value design and planning. A weird complex is not needed. Space and parking is needed but it does not need to go to the extent of this proposal.

Erik Hammarlund moved and it was duly seconded to extend the meeting for ten minutes. Voice vote. In favor: 15. Opposed: 0. Abstentions: 0. The motion passed.

Jennifer Turf said a new Stop & Shop would cater to everyone's needs, shoppers and workers. Right now that part of town looks run down and this is a great project.

Chris Fried introduced the topic of energy efficiency and climate change. The proposed building will contribute to the generation of carbon dioxide. Carbon dioxide has an effect on climate change. There are examples of deterioration on the Island, climate change is causing the relocation and moving of the Gay Head lighthouse. The new building will be hurt by wind, waves and climate change. Changes in design should be introduced now that use less energy and reduce carbon dioxide. The walls and the roof can be made stronger to extend the building's life span. The climate impact can be reduced with state-of-the-art systems and super insulation. Non-polluting solar panels could be on the roofs and on carports much like what was done at Cronigs. The Town has building codes and stretch codes which provide 20% improvement over the old code. He suggests that LEED standards be followed, such as the LEED Platinum Standard, but not necessarily obtain certification. Additional cost effective adjustments should be made to minimize energy costs and bring the carbon release close to zero.

Sam Koohy is the Manager of the Tisbury Stop & Shop store and can't say enough about the new design of the store. The customers and employees are looking forward to it and how it will benefit the community. Stop & Shop contributes to and supports the community. Currently the traffic flow goes round and round in the parking lot and it is not congested just at Five Corners. He monitors the parking lot and the truck flow to be sure it is right for the community.

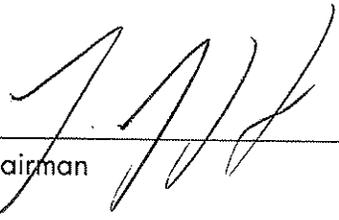
Katherine Scott lives on Main Street and her home looks over the Stop & Shop store. She googled the phrase "two story supermarket" and got very few hits. The idea is not common. Everyone is talking about what you see now at that location and the view you see now is a rundown supermarket. But what about the view from Norton Lane once the new building is built? The town may see a decrease in property values if the water views are impacted. She questions the impact on air quality with a parking garage and does not see where it will help. She loves Stop & Shop and it is very convenient and a pleasant place to shop. She would also like an answer on why a pound of Stop & Shop butter costs \$2.49 in Falmouth and \$3.99 in Vineyard Haven.

Brian Smith, Public Hearing Officer continued the public hearing until August 1, 2013, the location to be determined.

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

DOCUMENTS REFERRED TO DURING THE MEETING

- Martha's Vineyard Commission DRI #89-M3 Stop & Shop Expansion MVC Staff Report - July 10, 2013
- Stop & Shop Expansion, Tisbury MA – Review of Traffic Peer Review Responses Memo dated July 11, 2013
- Letter to the Martha's Vineyard Commission from Geoghan Coogan (Attorney for Stop and Shop) of the Edmond G. Coogan Law Office, P.C. – Dated July 2, 2013 – Stop and Shop Application for renovation of Tisbury Store
- WB-50 Delivery Truck Turning Movement Entrance Route Plan Dated June 26, 2013
- Proposed Floor Plans and Elevations for Stop and Shop
- Correspondence List 2013-07-11, DRI 89-M3, Stop & Shop Expansion
- Site Plans Issued for Permitting Dated July 1, 2013, Proposed Stop & Shop Store #0423, Water Street, Tisbury Massachusetts


Chairman

8-22-13
Date


Clerk-Treasurer


Date