

Edgartown Stop & Shop Expansion

Project Description

Site Layout

The site currently consists of two buildings; Stop & Shop Supermarket, approximately 25,259 square foot (sf), and Edgartown National Bank, approximately 607 sf with three drive-through windows. The proposed project involves the construction of an approximately 15,952 sf addition to the existing Stop & Shop Supermarket. The Edgartown National Bank building will be demolished and reconstructed onsite. The new bank building will contain 1,010 square feet and two drive-through lanes. The existing offsite pharmacy will be relocated within the Stop & Shop building. The expansion will be accompanied by new parking, landscaping, stormwater management, and utilities. The southern portion of the site that currently serves the existing building will remain largely unaltered, except for the installation of additional bicycle parking, shopping cart corrals, supplementary landscaping and an expansion of the existing loading dock.

The existing parking field with its brick pavers and landscaping will remain although an additional pedestrian cut through has been provided. Dead trees will be removed and the existing landscaping enhanced. The extended parking field will be constructed of stamped concrete to match the existing brick. Light fixtures will match the existing fixtures which will remain.

Under the proposed redevelopment, the existing Edgartown National Bank driveway would be closed, the existing Stop & Shop Driveway (West) would be relocated approximately 65' to the west to align directly with Pinehurst Road, and the existing Stop & Shop Driveway (East) driveway would remain in its current location. The expansion will be accessible to pedestrians through an ADA-compliant route from the sidewalk along Upper Main Street.

Zoning

The project site is composed of the following lots, which are classified as Zone B-II (Business/Upper Main Street): 20A-15.11, 20A-15.12, 20A-57.1, 20A-57.2, 20A-57.3, 20A-58, 20A-59, 20A-87.1, and 20A-87.2. This project is considered an alteration of a non-conforming use and will require a special permit from the Edgartown Planning Board.

Zoning requirements and compliance for this project are summarized below:

1. Conforming and unaltered from existing conditions
 - a. Minimum lot area
 - b. Frontage
 - c. Side-yard setback
 - d. Maximum building height
2. Non-conforming and unaltered from existing conditions
 - a. Front-yard setback: 93.8 feet (required building setback is between 20 feet and 40 feet)
3. Conforming and altered from existing conditions
 - a. Minimum rear-yard setback: existing setback is 11.8 feet, proposed is 10 feet (10-foot setback is required)
 - b. Building coverage: 26/575% (maximum building coverage is 50%)
 - c. Planted areas in parking lots: 9,078 square feet (required area is 7,173 square feet, calculated as 250 square feet of planted area per 1,000 square feet of parking)
 - d. Planted buffer from public right of way and/or residential lots: 10 feet provided in areas of new development (required buffer is 10 feet). Existing buffers vary and most of the non-conformances will remain.
 - e. Number of parking spaces: 178 spaces (127 spaces are required). The existing site provides 139 spaces.
 - f. Number of accessible spaces meet ADA requirements.

- g. Loading bays: 4 (one bay is required). The existing site provides two loading bays.
- 4. Non-conforming and altered from existing conditions
 - a. Minimum open space: 18.0% (required open space is 20%)
 - b. Bicycle parking: 25 spaces provided (61 spaces are required)

Drainage and Stormwater

The site is not in any FEMA designated flood zone (as shown on map number 25007C0119H), nor are there any wetlands or sensitive resources present on-site.

Runoff from the site under existing conditions is directed to four subsurface leaching galleys which infiltrate the stormwater on-site. The infiltration system located in the front of the store does not operate properly resulting in flooding in the front parking field. This issue has been addressed as part of the project.

A new subsurface infiltration system is proposed to control stormwater quality and quantity for the store expansion and additional parking. Drainage that is currently routed to the infiltration basin in the front of the store will be routed to the new system. This change will eliminate the flooding that periodically occurs in front of the store. Other than this change, drainage patterns will remain unaltered from existing conditions to the maximum extent practicable. There will be no additional runoff directed to Upper Main Street or any adjacent properties.

A complete drainage report will be submitted to the MVC as part of this application. This analysis demonstrates that the project has been designed so that there will be no increase in the rate or volume of runoff for a 25-year storm event.

Utilities

Support of the supermarket expansion will require new propane service to the back of the existing building from a propane tank proposed in the landscaped area north of the parking lot. Per David Thompson (sewer department) and Bill Chapman (water department) there is sufficient capacity to meet the small increase in water consumption and sewage generation. However, a new sewage pump station will be required. A portion of the existing electric service will be relocated to avoid the proposed addition at the rear of the existing building. Water and electric service to some adjacent lots currently bisect the site and will be rerouted onsite to avoid the expansion.

Traffic and Transportation

The proposed project is expected to result in a total of 207 net new vehicle trips (101 entering/106 exiting) during the weekday evening peak hour and a total of 227 net new vehicle trips (130 entering/107 exiting) during the Saturday midday peak hour. The proposed project trip generation was estimated while considering standard procedures. Both the Institute of Transportation Engineers (ITE), and empirical Stop & Shop data were reviewed. Since VHB determined the empirical data is more conservative, empirical traffic data from the site was utilized when projecting future traffic conditions with the redevelopment in place. However, the project is located on an island which has a finite customer base and limited shopping opportunities and therefore the estimated trip generation is highly conservative. The redevelopment project is expected to provide the existing customer base with an improved shopping experience rather than generating a significant number of new customers to the facility.

Capacity analyses were conducted for each of the study area intersections and roadway segments under 2017 Existing conditions, 2024 No-Build conditions (without the proposed development), and 2024 Build conditions (with the proposed development). Based on the results of these analyses and the anticipated site generated traffic, the applicant will implement the following measures:

- Transportation Demand Management Program
- Pedestrian and bicycle facility enhancements on site
- Align the Stop & Shop Driveway (West) with Pinehurst Road to lessen confusion on movements and to allow relocation of the existing crosswalk in closer proximity to the existing eastbound VTA bus stop.
- Consolidate site access driveways from three existing to two under the proposed redevelopment plan.
- Relocate the pedestrian crossing to be responsive to concerns raised in the recently completed RSA.
- A bus pull off will be provided.

Overall, VHB concludes that the proposed project will have minimal impact on the local roadway network and implementation of the above-mentioned mitigation measures will be a benefit of the project. The traffic study has been peer reviewed by the firm of Howard Stein Hudson and they confirmed the conclusions of the VHB study.

Architecture

Architectural elevations for the expanded Stop & Shop as well as the new Edgartown National Bank have been included in the site plan package. Both the expanded Stop & Shop and the new bank building have been designed to be consistent in appearance with other buildings in the area using building materials, architectural elements, and colors. The dominate architectural feature in the expanded Stop & Shop is the second entrance. Elevations, renderings, and cross-sections have been submitted as part of the application to the Martha's Vineyard Commission.

Noise Mitigation

Stop & Shop commissioned a noise study to assess the noise associated with the proposed rooftop equipment and loading activities. This noise analysis evaluated the sound levels representing a conservative (i.e. worst-case) condition with all mechanical equipment operating simultaneously at full load. The noise associated with all equipment operating were compared to the Massachusetts Department of Environmental Protection's (MassDEP's) noise criteria to evaluate whether the Project will generate sound levels that result in adverse impacts.

This analysis determined that noise sensitive receptor locations north of the Project site currently experience exterior sound levels ranging from approximately 38 dB(A) to 41 dB(A) during the daytime and from approximately 34 dB(A) to 38 dB(A) during the nighttime period. These measured ambient values represent sound levels during the winter period and are expected to be higher during warmer months. The noise analysis represented the worst-case condition, which assumed all mechanical equipment would be located on the rooftop and operating simultaneously at full load conditions. The analysis indicates, with the appropriate noise mitigation measures, the Project will adhere to MassDEP's noise regulations. Stop & Shop is committed to providing the necessary noise mitigation measures to reduce noise levels and adhere to the regulations. During the final rooftop mechanical equipment design and selection process, appropriate low-noise mechanical equipment will be selected, including noise mitigation measures, such as acoustical enclosures and/or acoustical screening walls where appropriate and necessary. Where possible, the mechanical systems will be strategically located on the rooftop, utilizing the height of the building to provide noise attenuation. A 12-foot high solid wooden fence will be provided to attenuate noise associate with the loading

activities. As such, the results of this noise assessment indicate that the operation of expanded Stop & Shop supermarket will not have an adverse noise impact on nearby neighbors.

Interior Layout & Design

The Stop & Shop was initially constructed in 1965 as an A & P Supermarket. The layout of the store contains many operational challenges including the following:

- Single point of ingress / egress;
- Lack of sufficient shelf space;
- Lack of sufficient storage areas;
- Lack of sufficient and well-designed food prep areas;
- No internal connection between main store and seasonal sales store;
- Insufficient number of checkout areas;
- Not energy efficient and
- Restrooms, customer service and administrative space that needs updating.

The proposed project includes both an expansion in square footage and a renovation / remodel of the existing store. Some of the key features of the remodel are as follows:

- A second means of ingress and egress;
- A new loading dock on the northerly side of the building which will be used by refrigerated trucks; the existing loading dock on the southerly side will be expanded by 15 feet with additional storage;
- The pharmacy will be located within the store;
- All fixtures such as shelving, cases, light fixtures will be replaced;
- New coolers and refrigeration units;
- New restrooms;
- Increased number of checkout areas from 8 to 14 including several self -pay stations;
- Remodeled customer service area, security office and manager's office;
- Increased aisle width by approximately 1' – 1.5';
- Two internal cart storage areas with each one providing storage for 22 shopping carts; and
- Internal seating near the exit door.

Employment Data

The proposed expansion will result in an increase in full-time and part-time employment, Currently, employment at the supermarket is as follows:

Off Peak Periods

31 Full Time Associates

44 Part Time Associates

Peak Periods

41 Full Time Associates

150 Part Time Associates

Pharmacy

Off Peak Periods

2 Full Time Pharmacists

1 Full Time Techs

1 Full Time Intern

5 Part Time Associates

Peak Periods

2 Full Time Pharmacists; 1 Full Time Technician

1 Full Time Intern

5 Part Time Associates

The expanded supermarket will employ an additional 25 -35 employees during both peak periods and 15-25 new employees during off-peak periods. Most of the new employees will be part-time but 3-5 of them will be full time. The relocated pharmacy will continue to employ 2 pharmacists, one technical and one intern, the balance of the pharmacy staff will be absorbed into the supermarket employment

Housing

Stop & Shop currently leases 29 rooms for its employees of which 25 of them are leased for 52 weeks and 5 of them are leased for 18 weeks. Once the need for additional employee housing is determined, Stop & Shop is committed to increasing this amount, subject of course to availability of housing on Martha's Vineyard.

Stop & Shop is prepared to pay an amount equal to \$23,000.00 pursuant to the Affordable Housing Policy of the MVC.

Sustainability / Buy Local Policy

For the Edgartown project, Stop & Shop has retained a sustainability consultant who is in the process of preparing an energy model for the project. The objective is to exceed the MA Energy Code requirements and conform to MVC policies. The Sustainability report will outline the sustainability aspects of the project and demonstrate how all elements of this policy are addressed. A LEED checklist is provided at the end of this section to identify sustainability design objectives for this project/. The project building will follow the requirements of LEED v4 for Building Design and Construction – Retail program. The final design

and construction of the Project will create a sustainable building to promote the internal building environmental quality for the occupants, enhance the surrounding neighborhood locally, and reduce environmental impacts globally.

Stop & Shop has a corporate policy to purchase locally. At the Edgartown store, products are purchased from the following:

- Island Bee Honey
- Skye Botanicals Honey
- Pam's Pesto
- Not Your Sugar Mamas
- Little Rock Farms Soup
- Martha's Vineyard Teas and Apothecary

During the growing season, Stop & Shop regularly purchases produce from local growers. Warren West a local farmer picks up the organic produce waste. Lesli Clapp from The Martha's Vineyard Center for Living arranges pick up of meat. Day old breads are picked up by local volunteers and distributed to the Senior Centers and Church suppers.

Landscaping and Site Lighting

The proposed project entails the replacement and addition of landscaping throughout the site. In the front parking field, the existing landscaped island will remain but will be significantly enhance. Dead trees will be removed and replaced with more appropriate trees. Landscaped islands will be provided in the new parking fields. Vegetative buffers will be planted along the rear of the store and along the side property lines. Along the front of the site, some of the trees that so large that they interfere with utility lines will be removed and replaced with more appropriate trees.

The decorative light fixtures that exist in the front parking field will remain. New light fixtures that match the existing fixtures will be installed in the new parking field. The site lighting has been designed so that there will be no spillover beyond the property boundaries. Details on the proposed light fixtures and photometrics are shown on Sheet SL-1 of the plan set.

Pursuant to the MVC Site Design and Landscape Policy:

1. Development Envelopes – There is no dedicated open space on the current site. Current wooded portions of the site will be opened up to parking areas and some vegetated buffers. Existing vegetated areas will be enhanced and improved.
2. Habitat – no known habitat interruptions
3. Fields – no existing or proposed fields
4. Location of Buildings and Other Facilities – Addition to the existing building is along the same façade and same dimensions as the present building. Architecturally the same general design features will be maintained/enhanced.
5. Topography – existing natural topography remains
6. Historical and Archeological Resources – none that the applicant is aware of.

7. Hazard Mitigation and Climate Change – existing conditions being expanded. Existing storm water systems being upgraded.
8. Public and Recreational Access – no present shared use paths or trails exist on this site.
9. Roads and Driveways – refer to the Traffic Study for detail.
10. Parking – existing parking area vegetation is being enhanced. New parking areas contain vegetation buffers and new plantings.
11. Stormwater Management – refer to Stormwater plan and explanation by VHB.
12. Removal of Existing Vegetation – existing vegetation within the addition footprint, and within the new parking areas will be removed and replaced with new landscaping. No other existing vegetation will be removed.
13. Vegetative Buffers – the renovation will have partial screening from existing and enhanced vegetation.
14. Plant Species Selection – Plant schedule is contained within the proposed plans. All proposed plantings are chosen in accordance with the MVC policy.
15. Fences – the current rear fence line is being removed and replaced with a taller fence and in select location sound barrier fencing. The increased height and the sound barrier is being completed with the intention of mitigating the impacts of the conditions on site. No fencing will face a public way.
16. Stone walls – none
17. Lighting – please refer to the lighting schedule in the plans.
18. Construction – existing vegetation outside of the building envelopes and parking areas will be protected during construction.

Construction Timing. / Sequencing

Construction will commence upon receipt of all permits and approvals with the goal of beginning demolition and some construction in the Spring of 2018. Construction will likely cease during the summer months and re-start in September 2018 and continue through the winter with the goal of opening in the Spring of 2019. The proposed work would be performed in multiple phases. The Store would remain open and the customer area would be separated from the construction zone. The expansion area work would be to completed first, some existing departments would move into and operate from the new space. The vacated areas would be renovated in phases. This sequence would continue until all the interior work is

completed. The overall schedule, phasing and sequence depends on local approvals and final design. Stop & Shop will solicit bids from qualified local contractors and suppliers for the proposed scope of work. Final awards will be based on contractor qualifications and the competitive bids.