

MVC Hearing – Response to Comments

WORKFORCE HOUSING

How will Stop & Shop mitigate the impacts of additional employees?

Stop & Shop is willing to make an annual contribution of \$50,000 to the Dukes County Housing Authority to mitigate the impacts associated with increasing the demand for workforce housing. This contribution will be reduced by \$10,000 for every unit of affordable housing that Stop & Shop adds to the island housing stock either through new construction or acquisition. It should be noted that this contribution is in addition to the one-time contribution required, as well as the continued commitment by Stop & Shop to provide housing to its Associates that work on the Island.

The Project Description indicates that Stop & Shop provides 29 rooms for employees. Are there other housing benefits currently offered and if so, what are they?

The Project Narrative is incorrect in that Stop & Shop currently leases 29 homes and not rooms. As noted during the presentation, in 2017, Stop & Shop provided housing for 120 Associates of which 75 work at the Edgartown store. For 2018, the workforce housing budget will be increased so that Stop & Shop can provide housing for more of its Island Associates.

A Stop & Shop representative stated that no employee is hired unless that individual has housing. How is that verified and is there oversight to the adequacy of the housing?

Stop & Shop recognizes that it can be both difficult and costly for its Island Associates to access housing. Therefore, Stop & Shop offers housing to Associates that need it. Clearly there are some employees that reside on the Island, or have access to housing and do not need it but many do. This issue is addressed during the hiring process. Stop & Shop has no additional need to verify or provide oversight.

Are the 29 rooms provided by Stop & Shop multiple occupancy accommodations?

As noted above, Stop & Shop leases 29 houses. Each house does provide accommodations for multiple Associates.

Please describe the housing and the actual number of persons per room.

Stop & Shop leases a range of houses throughout the Island. Throughout the year, its real estate department communicates with numerous real estate brokers who assist them in finding housing for the following seasonal rentals. Most rooms accommodate 1-2 persons.

Please detail how the 2018 project annual housing cost of \$800 - \$1M are allocated?

In 2017, Stop & Shop spent just over \$500,000 to provide housing for 120 Edgartown Associates. In 2018, the goal is to provide housing for 130-150 employees hence the increased budget. Stop & Shop communicates with real estate brokers throughout the year to secure housing for the upcoming seasonal rentals, the number of units of housing needed are determined based on the number of seasonal employees. Stop & Shop then determines what is available and at what cost.

What will the housing costs budget post project completion?

The project will not be completed until 2019. It is likely there will be an increase over the 2018 budget but at this point, Stop & Shop cannot predict what that increase will be.

Address the viability of Constructing Housing over the supermarket

Adding housing above the supermarket is not viable for a variety of reasons. The primary issue is that it would add an additional 15+ feet to the height of the structure which would have a significant negative visual impact on surrounding properties especially considering that the rooftop equipment would then be installed upon the higher roof. Also the site could only accommodate a small number of units. The cost to build the units would be prohibitive, especially considering an elevator would be required in addition to other ADA and access requirements.

EMPLOYMENT

It appears that an additional 20-30 persons will be employed part-time. Will these employees be covered by the Union Contract?

All employees who work for Stop & Shop for 90 or more days are required to join the Union and are covered by the Union Contract.

What benefits are provided to full-time employees that are not provided (pro-rata) to part-time employees?

As previously noted, all employees whether full-time or part-time are covered by the Union Contract which defines wages and benefits for both full and part-time employees. Wages and benefits vary by

numerous factors such as length of employment, date of hire and position. A copy of the Union Contract has been provided to the MVC.

Detail the Stop & Shop policy that governs the employment of full-time vs part-time employees.

Store management makes employment decisions for each store. Part-time employees allow Stop & Shop greater flexibility to provide sufficient staff coverage during peak periods. Supermarkets are typically very busy for a few hours during the day. Hiring part-time employees allows the store to have sufficient personnel during these periods.

SOLAR

Will Stop & Shop install solar panels on the roof?

The Massachusetts solar credits are set to expire at the end of 2017. At this point they have not been renewed. Without understanding what credits are available, Stop & Shop cannot fully evaluate the financial feasibility of installing solar photovoltaics (PVs) panels on the new roof. However, the new portion of the roof will be designed to accommodate PVs and should the credits be renewed, Stop & Shop will then evaluate the viability of installing PVs. As previously indicated, the existing roof cannot support PV arrays. The existing roof has spans with 2x12's spaced at 24" OCs panning about 17'-3". These spans would be overstressed if PVs were placed on the roof.

Additionally Stop & Shop is participating in the Massachusetts Community Solar Farm which is a Community Shared Solar (CSS) project. Twenty-five locations, including the Edgartown store will participate in this CSS. This is a shared solar PV system that provides benefits – such as electricity, net metering credits, and return on investment – to multiple participants. The CSS project is hosted by NRG which leases a suitable parcel of land and is supported by multiple participants who invest in the project or purchase the electricity or net metering credits generated. The CSS project offers an alternative for those who cannot install solar on their own property.

TRAFFIC / CIRCULATION

Can you quantify the delay in terms of seconds?

The question of change in delay between the Triangle Intersection (Upper Main Street at Beach Road and Edgartown Vineyard Haven Road) and the Stop & Shop west/Pinehurst Road intersection has been raised. The delay along the corridor itself would have to be measured through dynamic modeling to fully understand the change as there are many residential and commercial driveways along this corridor that will have influence on delay and movement along the corridor. However, based on the study area for the

proposed project, intersection analyses were conducted at both the Triangle and Stop & Shop/Pinehurst Road intersections along upper Main Street for existing, future No-Build, and Build conditions. The results of the analyses for movement along Upper Main Street in this area are summarized in Table 10 in the Traffic Impact Study. As you can see from this Table, the through movement delay is not expected to change noticeably between existing, No-Build, and Build conditions because of the redevelopment project. These results should be used carefully because the analysis prepared looks at the intersections in isolation and doesn't consider what may be happening up and down stream. Refer to Figure 1 attached to the Traffic Study for a summary of the delay changes. It is not possible in our opinion to quantify this in terms of seconds.

What is the additional wait time to exit the Stop & Shop given the 220+ additional peak hour trips?

As previously mentioned, we believe that the project traffic generation identified is highly conservative and will very likely not be realized by the redevelopment project because of the nature of the island environment. The MVC peer consultant agreed with this finding in their March 24th Peer Review Letter. Even if it were realized, the 220 trips referenced would be peak hour trips which means that traffic increases during non-peak hour conditions would be substantially less. Operational analyses were performed at each study area intersection including the two site driveways based on the 2010 Highway Capacity Manual (HCM). The operational analysis provides an indication as to how the intersection is working or will work and report of delay, volume to capacity ratio (v/c), level of service (LOS), and 95% queue is typically provided. The western site driveways are being consolidated to a single driveway and that driveway is being relocated to align with Pinehurst Road to form a four way unsignalized intersection. The access consolidation and realignment are measures that have been identified in the Island Plan and complete street approach and are specific recommendations that came from and have been accepted by the town as part of a Roadway Safety Audit (RSA) that was conducted by MassDOT in the area. Aligning the driveways is primarily a safety enhancement as it doesn't offer any tangible operational benefits to the intersections critical movements. Additional traffic generated by the redevelopment site, at any level, will have some influence on the delay but unfortunately the HCM methodology used to assess operations at this location cannot accurately report what the increase in delay (wait time) as a result of the realignment and any increase in traffic generated by the site. The model is well known to not present reliable delay results once the volume to capacity ratio approaches 120 which is the case under existing conditions for Pinehurst. While the analysis results don't provide an indicator of wait time increases on the S&S driveway or Pinehurst, the increase in exiting traffic under the Build condition (Pm Peak) is approximately 75 vehicles assuming the highly conservative projection used (we believe it is a lot less). If the 75 trips are realized, that would equate to just over 1 new vehicle trip per minute during the peak hour. While the model does not allow us to accurately translate this into increase in delay (wait time), we do not anticipate that it will be substantial. All other hours would experience even less delay and progression on Upper Main Street will be positively influenced by the changes proposed. It is also important to note that the 220+ figure represents the entrances and exists at each exit during that hour period. That figure is not simply 220+ new trips to the store on each peak hour.

Will Stop & Shop commit to tracking and providing feedback on the success of each of TDMs and on-site service initiatives outlined on page 39 of the Traffic Study?

The implementation of the TDM's fall under the responsibility of the Store Manager. The Store Manager cannot manage the operation of the store and track these measurements. Following the construction of the store, concerns regarding the TDM's should be raised to Town or Regional officials. Stop & Shop will then work with those officials to investigate any inefficiencies and work to correct them with the proper Town and Regional Boards.

Has Stop & Shop identified methods of reducing traffic during peak periods such as the use of Peapod or other delivery services?

Peapod currently services the Island. Peapod service is limited as its groceries are provided from a warehouse off island. Peapod does not pick up from the local store and then make deliveries to residents on the island. It is a separate service from the grocery store. Even if Peapod were expanded, its impacts on peak hour traffic would not be significant. In terms of Employee parking and traffic associated with employees coming and going from the store, Stop & Shop makes every effort to find housing that is on a bus line or within walking distance to the store to encourage its employees to take public transportation.

Would you consider reversing the direction of travel in the front parking field?

We have considered reversing the direction of travel in the front parking field but we believe that the current configuration with the modifications proposed in the site plan should remain for the following reasons:

- The proposed western site access driveway, relocated to align with Pinehurst Road is the primary entrance to the site with upward of 61% of entering traffic entering at this driveway during Saturday mid-day peak. Reversing the direction of flow in the front parking area would require vehicles entering the site at this location to slow down and make a quick 90-degree right turn very quickly from Upper Main Street. This would create a major "decision point" very close to Upper Main Street (40 feet) which has the potential to cause spill back into the Upper Main Street intersection. Refer to Figures 2&3 attached that demonstrates the decision distance from Upper Main Street to the parking entry with the current front parking circulation versus that if the front parking circulation were changed to counter clock-wise.
- Softening the radius of this turn could be considered to make the maneuver easier but that would encourage vehicles to enter the live parking area at a faster rate of speed which is not recommended and parking spaces would be lost to allow that to happen.
- If the direction of the parking is reversed and someone enters the site and wants to take the quick right turn and someone is leaving the first several parking spaces on either side of the parking aisle, the entering vehicle would likely be blocking the access driveway while waiting for the parking spot. This is likely to cause spill back onto Upper Main Street. Refer to Figure 4 for demonstration of the concern.
- The modified access to the site requires Mass DOT approval as Upper Main Street is under their jurisdiction. Stop & Shop has met with Mass DOT District 5 representatives on numerous

occasions during the project development. The most recent meeting was held on Thursday, October 5th at the District 5 office in Taunton, MA. At the meeting, the possibility of reversing direction of flow in the front parking area was discussed and representatives from Mass DOT agreed that current circulation, which puts the first vehicle decision point well into the site, near the building edge is the preferable layout as it will likely result in less potential spillback onto Upper Main Street by site operations.

To address the concern raised regarding potentially reversing the circulation of the front parking aisles, Stop & Shop is proposing to stripe a “do not block” intersection box and provide supplemental signage along the entry drive lane from Upper Main Street (westbound drive). See attached Figure 5 for demonstration of the proposed striping and signage.

Is a bus shelter proposed for this project?

Yes, the applicant has agreed to install a bus shelter along Upper Main Street. The size and design of this shelter will be similar to other bus shelters on the Island. Stop & Shop shall continue to work with the VTA and the Town Planning Board on the design of the shelter.

SITE PLAN ISSUES

Would you add a sidewalk along the southern edge of the building?

The site plan has been modified to include this sidewalk.

Would you consider leaving any parking spaces unpaved or designed with pervious pavers?

The drainage system is designed with 4 subsurface infiltration systems which capture and treat stormwater before it is infiltrated into the ground. If parking spaces are composed of a pervious surface then stormwater that may contain pollutants and/or suspended solids will infiltrate into the ground before that water has been treated. This is not a desirable condition.

Number of Parking Spaces:

The Applicant has revised the site plan to reduce the number of onsite parking spaces from 178 to 165 spaces. The reduction in spaces will enable the applicant to install two rain gardens. Additionally, at the request of the Edgartown Planning Board, several of the parking spaces have been widened to accommodate larger vehicles. The applicant has determined that 165 parking spaces is required to accommodate the increase in sales space and the increase in employment. It is estimated that current employees occupy 20 parking spaces during peak periods. This number will slightly increase with the larger store. However, Stop & Shop will encourage its employees to use public transportation and use of the Town parking area which is just across the street from the site.

How many bicycles can be accommodated with the existing 2-rack infrastructure? How well used are these racks?

The current bike racks can each accommodate 9 bikes for a total of 18 bikes. The maximum observed usage was 14 bikes. The average usage is 7-9 bikes. As part of the proposed project, racks to accommodate 25 bikes will be installed. Based upon the observed demand, this appears to be sufficient.

Please clarify the height of the proposed light fixtures.

The maximum height to the top of the proposed light fixture will be 12' from ground level. The applicant will coordinate the final lighting design through the Town Planning Board process. The lighting plan will be designed to meet all local and regional requirements.

Are there Lights (existing or proposed) at the Loading Docks?

There are no flood lights at the existing loading docks. Downward facing wall packs will be installed at the new docks which do not spill over onto adjacent properties.

SUPERMARKET BUILDING / ARCHITCTURE

Would the applicant consider constructing a basement?

In designing the new Stop & Shop store, we looked at all operational and construction issues associated with our store in order to maximize the customer experience and the efficiency of our operations. The Island is a unique place to operate a supermarket and presents many operational challenges including the logistics of delivery of product, labor considerations and operating constraints. We believe we have the best design for our store operations, layout of the store and internal services. While we certainly considered options to expand our store into a basement area as well as mezzanine space, this is not a good option for us in terms of product delivery, back room operations and the extensive labor considerations and construction cost associated with basement space. The design of a basement would not significantly reduce the ground floor area of the expanded store and does not provide any advantages for construction or our operational constraints. Stop & Shop operates a number of stores that include basements and we have considerable knowledge and operational experience in these settings. We do not believe a basement in our Edgartown store is an appropriate use or design for the above reasons.

What is the siding material on the west side of the building? Would Stop & Shop consider a mural to decorate that broad blank exposure?

The building material along the west side of the building is primarily split face block. Stop & Shop would be open to having a local group paint a mural on this side of the building.

OPERATIONS

Please expand upon the number and timing of truck deliveries?

Ferry reservations are made for the trailers a year in advance. In the off season, there are typically 2-3 trailers arriving on a daily basis that services both the Edgartown and Vineyard Haven stores; that number increases to 3-4 trailers during peak season. The reserved ferry times vary but are typically as follows: 1 trailer is on the 6:00 a.m. ferry; and 2 trailers are on the 7:30 a.m. ferry. After the proposed expansion, delivery could possibly increase by 1 trailer daily. There is a one for one exchange each day; when one trailer arrives in the morning; the empty trailer goes back to Woods Hole.

Carroll's Trucking picks up the trailers at Vineyard Haven after unloading and drops off the trailer at the store for the Stop & Shop associates to unload. Carroll's Trucking brings the trailer to Carroll's Yard for storage for the night, all before 9:00 pm.

Do trucks idle when not in operation?

Refrigerated trucks must remain operational during unloading. On average, it takes approximately 30-45 minutes to unload a Stop & Shop refrigerated truck. Once the product is unloaded the refrigeration unit is turned off. All other trucks are turned off during unloading.

BUY LOCAL POLICY

What provisions are being made to sell more locally grown/produced projects?

Stop & Shop's current policy to purchase locally grown and produced products will remain the same. The seller would contact the store manager to be set up with the appropriate sales director. As long as the seller has a commercial liability insurance policy and has a certified production facility and license, then they will work with the merchandising team to set up the product in the store. The larger store will enable an increase of offering of local products. However, it should be noted that many locally produced products sold at the Farmers Market or at other Island locations may not comply with all the requirement of the 1999 Federal Food Code administered by the FDA as well as 105.CMR 590.000 of the Massachusetts Sanitary Code. Stop & Shop cannot offer products that do not fully meet these requirements.

What is the Stop & Shop target for local food purchases?

Stop & Shop does not maintain a target but as noted above, we encourage local sellers to reach out to the store manager.

What is the current percent of sales (or other relevant measures) for locally produced food?

Stop and Shop does not track sales of these items.

Has Stop & Shop approached other sellers other than those listed in the submission?

Stop & Shop is continually adding new suppliers. Sellers of locally produced product are encouraged to approach Stop & Shop to add product to the store.

Is Stop & Shop willing to commit to increasing its local food purchases and if so, please specify.

As noted above, local producers are welcome to reach out the store manager, and are encouraged to do so.

BANK BUILDING

Please provide more details:

Elevations of all four sides of the bank building has been provided. The site rendering has been revised to include both the bank building and a proposed bus shelter.

What, if anything, will be located on the roof:

There will be no rooftop equipment on the bank building.

Why is the drive-thru located along the front of the bank building?

The location of the drive-thru has been designed to separate bank traffic from Stop & Shop traffic. To relocate the drive-thru, a separate exit onto Upper Main Street would be required. The project is proposing to eliminate this exit thereby reducing the number of curb cuts on Upper Main Street from 3 to 2.

SOUND STUDY / NOISE BARRIERS

Can the rooftop equipment be screened on all 4 sides?

The roof top sound wall is purposely designed with three sides to prevent additional “reflective noise” to the rear of the property. Additionally, the noise receptors studied on the opposite side of Upper Main Street were not negatively impacted by the project expansion as noted in the provided Noise Study.

Why was the study conducted in January rather than during peak periods?

The study was intentionally studied in January because the site and surrounding area has the lowest ambient noise levels in January. The study compares future noise levels to existing noise levels. The study measured the lowest possible decibel baseline which would occur in January of any given year, as that is the quietest time of the year. That figure is then compared to the projected baseline upon completion of the project. The mitigation measures offered are therefore based on an increase from the lowest possible decibel level to what is projected to be the highest. If the study had been done in July with a higher baseline, then the mitigation would have focused on a lower increase. The study was completed with the intention of mitigating the largest difference in decibel levels.

Is there any plan to extend the wall along the east property line?

There are no plans to extend the wall along the east property line. Stop & Shop will enhance the existing fence along the east side of the property to eliminate trash from getting under the fence. The store manager will better monitor and ensure trash removal from the lot on a regular basis.

Will the wall be high enough to screen noise from delivery trucks?

Yes, the proposed 12’ high sound attenuation wall was specifically designed to block line of sight for the large delivery trucks which are a maximum of 12’ high. Because noise waves travel in a linear path, when line of sight is blocked, the noise reduction is a minimum of 5 dB. For every additional 3’ above the line of sight, there is 1.5 dB decrease in sound. Meaning that a 15’ high wall would only decrease sound by approx. 1.5 dB. It should be noted that the average person cannot detect an increase in sound less than 3 dB.

We believe that the 12’ high wall represents the optimal height. It will reduce noise levels below the MassDEP requirements and minimize the visual barrier that a higher wall would create with little to no additional sound reduction.

Is Stop & Shop willing to commit to measuring actual noise levels after completion of construction to assess whether noise levels are within applicable regulatory mandates at all receptor locations and to provide additional mitigation if necessary?

Stop & Shop conducted a noise study for this permitting, and is proposing appropriate mitigation measures. If after construction there are complaints to the Building Department or other Town or Regional agencies regarding potential violations of Town by-laws applicable regulatory mandates, Stop & Shop will be required to address such violations. If additional mitigation measures are required as a

result, Stop & Shop is committed to work with the Town and Regional Boards to ensure compliance with all by-laws and regulatory mandates.

ASSESSED VALUE / PROPOPERTY TAXES

What is the value or the property and how much are paid in taxes? The project site consists of 9 parcels which have an assessed value of \$5,580,600. In 2017, taxes on the 9 parcels was \$20,239.05.

ALTERNATIVE LOCATIONS

Has Stop & Shop considered relocating this store to the airport industrial park?

Stop & Shop has reviewed many possible store locations throughout the Island. The current site of the Edgartown store is one of the best locations on the Island to operate a supermarket. A downtown supermarket is the anchor to a Town's economy. The majority of the population of the Town is located close to the downtown area and in walking distance to the store. The ability for easy access to a grocery store by foot, bicycle and vehicle is vital to the Town's economy. Relocating the store several miles outside of the downtown area would be a burden to the majority of people who use this store on a daily basis. Stop & Shop acknowledges that moving the store away from this particular location could positively impact the traffic flow into Town. However, the negatives of moving the store away from the downtown store we believe are more detrimental to the Town then the enhancement of the traffic flow. The potential expansion of the business park at the airport is not desirable to Stop & Shop. Of primary concern is, if the store is relocated to such a site, there are going to be less people utilizing the store. Stop & Shop is committed to expanding and enhancing its store on Upper Main Street and has no interest in relocating to the airport business park for these reasons.