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Minutes of the Commission Meeting Held on December 7, 2017 In the Stone Building 33 New York Avenue, Oak Bluffs, MA

IN ATTENDANCE

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

P Gail Barmakian (A-Oak Bluffs)	- Michael Kim (A-Governor)
P Trip Barnes (E-Tisbury)	P Joan Malkin (A-Chilmark)
- Christina Brown (E-Edgartown)	P Katherine Newman (A-Aquinnah)
- Peter Connell (A-Governor; non-voting)	P Ben Robinson (A-Tisbury)
P Robert Doyle (E-Chilmark)	P Doug Sederholm (E-West Tisbury)
P Josh Goldstein (E-Tisbury)	P Linda Sibley (E-West Tisbury)
P Fred Hancock (E-Oak Bluffs)	P Ernie Thomas (A-West Tisbury)
P Leonard Jason (A-County)	P Richard Toole (E-Oak Bluffs)
P James Joyce (A-Edgartown)	P James Vercruysse (E-Aquinnah)

Staff: Adam Turner (Executive Director), Bill Veno (Senior Planner), Paul Foley (DRI Planner), Christine Flynn (Economic Development and Affordable Housing Planner), Dan Doyle (Transportation Planner).

Chairman James Vercruysse called the meeting to order at 7:00 p.m.

1. EDGARTOWN STOP & SHOP EXPANSION-EDGARTOWN DRI 429-M2 DELIBERATION AND DECISION

Commissioners Present: G. Barmakian, T. Barnes, R. Doyle, J. Goldstein, F. Hancock, L. Jason, J. Joyce, J. Malkin, K. Newman, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

1.1 Land Use Planning Committee Report

Linda Sibley presented the following:

- The LUPC held three Post Public Hearing meetings.
- There was a long list of possible conditions that staff helped compile.
- It was thought that there were too many conditions, or that they were not enforceable.
- As Chairman of LUPC, she discovered that she could make the decision, but due to the scale of the project, she concluded not to decide without the support of the full Commission.
- James Vercruysse chaired the first session, and Linda Sibley chaired the second session so there need to make the decision together on the recommendation.

James Vercruysse said that the Public Hearing would not be re-opened, and that the Commission will go into Deliberation and Decision.

1.2 Staff Report

Paul Foley presented the following:

- The LUPC received five letters from the public: Nancy Angus, Caroline Taylor, Don Angus, Ken Goldberg and Ron Domurat.
- In addition to being opposed to the size of the expansion, Nancy Angus requested that the Hearing Officer re-open the public hearing based on the misrepresentation of the applicant

regarding a significant portion of what was shown as a green buffer on the northern side, which was actually part of an easement granted to an abutter last year for parking. There is already partly parking in that area and there could be more. Mrs. Angus also noted the misrepresentation the applicant made regarding being able to meet the Massachusetts Noise Regulations with respect to the truck loading activities.

- Don Angus was also opposed to the size of the expansion and asked for the hearing to be re-opened based on the misrepresentation of the open space on the plan.
- Caroline Taylor, Ken Goldberg and Ron Domurat were also opposed to the expansion, based largely on traffic issues.
- The applicant has submitted revised documents on their energy analysis and a further assessment stating solar panels could not be placed on the existing roof, as well as a revised drawing of the Open Space (11" x 17"), which partly showed where there is existing parking space on the easement granted to the abutter. The revised plan also included all sidewalks on the property in green depicted as Open Space.
- The easement location was reviewed.

Linda Sibley said the final plan showing the easement was submitted before the close of the written record.

James Vercruysse said the easement was for parking. **Fred Hancock** said it was, and the applicant could cut the easement to use for parking.

1.3 Deliberation

Adam Turner led the discussion on the Issues.

Energy

Adam Turner said there was some concern that the energy policy wasn't met. The applicant was given several ways to meet those requirements. There was concern that the expansion did not address the need to reduce the energy footprint on the Vineyard. The applicant responded with a report that detailed the increased efficiency through the utilization of a new HVAC system and other fixtures. The applicant further expressed a desire to utilize solar fixtures on the expanded portion of the building, but couldn't do so on the existing building roof. The applicant further stated the tax implications and feasibility of locating solar fixtures on the roof was being examined.

Sound

Adam Turner said at the Public Hearing, the neighbors voiced concerns regarding noise. The Stop & Shop property is a commercial property, so there was some expectation there would be some type of commercial use there. The rear of the site on the western side, and more especially the northern side, are currently wooded and would be cleared. Noise could increase greatly at times. Most of the noise increase would be from the street and from other commercial areas that were previously buffered. The development of a parking and loading area directly adjacent to the property boundaries would increase the noise at times, but not steadily. These areas must be extremely mitigated. The noise decibels were examined. He indicated on the plan where the fence would be located and where the MVC recommended the wall to be placed. The MVC proposes a condition that the applicant develop a fencing option to maintain a reasonably quiet (30 dbl or less) condition using a combination of fencing and landscaping, as the applicant desires to maintain such condition. The applicant shall also develop a plan using a minimum of 45STC fencing and submit plans to maintain 35 dbl on the western boundary. The STC rating is the average amount of noise (dbl) reduced at 18 different frequencies, measured in decibels.

Leonard Jason said the entire residential area would have a 12 foot high fence.

Linda Sibley said the ambient sound is quite high during the day and lower at night, so the sound coincides with the applicant's operation.

Paul Foley showed the chart describing the roof top mechanical sound level and the ambient sound at various locations on the property.

Fred Hancock said the proposed fence needs to meet a certain STC measure.

Adam Turner said it also has to meet a Massachusetts standard.

Josh Goldstein said the new fence will be tall and thick enough to reduce the ambient sound, but won't get rid of everything.

James Vercruysse said the additional sound is to be mitigated.

Ben Robinson said the proposed fence is right on the property line and does not meet the setbacks.

Leonard Jason said it would be included as a part of the Special Permit to the Planning Board.

Traffic

Adam Turner said the traffic information was examined; all of the existing trips and future trips and the percentage change was applied to the future traffic. Trip generation rates were applied, and the proposed development is expected to generate an additional 207 peak hour trips. It is important to note that the 207 represents both the entrances and the exits at each driveway during the peak hour period. This figure is not simply 207 new trips to the store during each peak hour. The additional 207 peak hour trips represent a 48% increase in traffic to the site, from the estimated 435 existing trips. With the proposed expansion, Stop & Shop is estimated to account for 642 (314 in and 328 out) of the total trips on Upper Main Street during the weekday evening peak hour. As part of the redevelopment project, the western Stop & Shop driveway would be relocated to align with the un-signalized intersection with Pinehurst Road. The relocation of the driveway benefits safety by combining two closely spaced intersections and eliminating confusion that may exist for motorists traveling along the corridor. It will add one car per minute to the western access driveway in peak hour. One way to mitigate this is to eliminate the exit of one of the parking lanes and require traffic to exit from the internal aisle point. This provides increased queuing area. An example of the proposed configuration was shown. The MVC recommendation is to redesign the parking to not permit enter and exit near the tight queuing point.

Delivery as Traffic Mitigation

Adam Turner said the use of grocery delivery has been raised to mitigate traffic from the store. The rationale is that instead of traveling to the store patrons would utilize a delivery service and not utilize the corridor. Pea Pod has been an integrated business for Stop & Shop that provides delivery options for consumers. It is reasonable to require the applicant to utilize Pea Pod in a more aggressive manner to reduce trips. The applicant shall publicize the use of Pea Pod through store advertisement and inclusion in the newspaper as a part of the regular circular. The applicant shall offer Pea Pod delivery service to any resident of Martha's Vineyard that desires it for the months of June, July and August as they do on the mainland. Regular Pea Pod procedures and prices shall be in effect during those months.

There was a discussion about delivery service.

- **Doug Sederholm** said what evidence that was that the use of Pea Pod would reduce trips.
- **Joan Malkin** said a level of common sense would probably show it to reduce something. It is a way of trying to address any uncertainty.
- **Linda Sibley** said she felt strongly it should say Pea Pod or an equivalent. Pea Pod would require bringing it over from the mainland. We want a useful delivery service. The applicant could make a delivery plan.
- **Trip Barnes** suggested removing the Pea Pod condition. It is a nightmare with regards to the trucks and the ferry. He can't get reservations now for his trucks.

- **Adam Turner** said it would be impossible for Stop & Shop to set up an equivalent because the store would have to have the setup for delivery and they would need a sophisticated website.
- **Ben Robinson** said that Morning Glory does it and they have a website.
- **Katherine Newman** said in other parts of the world that is exactly what they do. She spoke to someone off Island and she did a lot of research. Pea Pod is integrated into Stop & Shop. She thinks the wording is important and the Island should be treated like any other place. It is a service in addition to the traffic mitigation.
- **Leonard Jason** said what is it that we want them to do, to put a plan together and start doing that?
- **James Vercruysse** asked if having a delivery service would decrease traffic to the store.
- **Leonard Jason** said it might increase prices.
- **Fred Hancock** said Stop & Shop does provide Pea Pod service to the Island, we have seen the trucks in the summer.
- **Adam Turner** said they only send one truck in the summer, so the delivery slots will diminish if there is a demand.
- **Josh Goldstein** said he found it almost offensive that this Board was trying to tell Stop & Shop how to run their business. Especially whether something is economically feasible or not, it is ludicrous.
- **James Vercruysse** said we are trying to find ways to diminish the traffic in that corridor.
- **Linda Sibley** said the traffic is a detriment and we are trying to find a way to mitigate it more than the applicant has proposed.
- **Doug Sederholm** said the MVC has a mandate. Traffic is clearly a huge major issue and it is a dominant issue of the application. He had a hard time understanding how a delivery service would help mitigate a 47.6% increase without findings.
- **Ernie Thomas** said if we forced the applicant to do some type of delivery from the store it wouldn't decrease traffic much as you will also add more delivery trucks for the service.
- **Katherine Newman** said she did not think the applicant has been very responsive to the importance of Island characteristics and the key issues, whether it is architecture or traffic.
- **Trip Barnes** said that Cronigs use to deliver when it was located on Main Street. It was a different era. With respect for my 20 years in the grocery business, the only people who use Pea Pod are some of the restaurants and caterers when they are very busy. It is not everyday people. It will have severe impacts on the ferry.
- **Fred Hancock** said he had a hard time seeing a significant number of people changing their shopping habits. While the traffic is serious he does not think it will change much because of the expanded Stop & Shop. The applicant has changed their traffic aisles and offered VTA passes to their employees. They are offering mitigation.
- **Ben Robinson** said he did not think the Islanders would use the delivery service, it would be summer people. If you could reduce 50% of the vacation volume, it would be a service. The summer people might want to pay to use the service so they could be at the beach instead.

VTA

Adam Turner said the MVC proposed condition is that the applicant shall develop a covered bus shelter at the western side of the development. The site location and design of the shelter should be approved by the VTA. The applicant shall report on the location and shelter design to the LUPC. Stop & Shop shall purchase VTA bus passes for all year-round employees to mitigate the need for them to drive to work.

Gail Barmakian said asked if there was a possibility for the applicant to provide free bus passes to shoppers to help reduce traffic.

Parking

Adam Turner said the number of spaces used during the peak period is 120. There are currently 161 existing parking spaces and 17 additional proposed. The Town was concerned that spaces at the diagonal be kept and felt the plan is adequate.

Bicycle Parking

Adam Turner said it is felt that the plan is adequate.

Pedestrian Connectivity

Adam Turner said it is felt the plan is reasonable. The proposed pedestrian connections from the VTA bus stop to the western entry of the store are well situated and sufficient as are the proposed pedestrian walks slated to cross Upper Main Street just inside the sites two proposed driveways.

Open Space

Adam Turner said the Commission open space policy regards open space as a continuum of character, not an accumulation of numerous specific small areas on site. The Open Space identified in the applicant's final site plan map included sidewalks, crosswalks and other paved areas that are not usually considered when determining open space acreages. These areas were included because the applicant interpreted Edgartown's open space provision to include them. The total acreage of the applicant's submission including the sidewalks and crosswalks was shown. Evidence was submitted detailing an easement along the western boundary that permitted the abutting property to utilize certain portions of the property for parking. This would not be claimed as open space. Using a standard open space allocation, that didn't include the easement, sidewalks and crosswalks, placed the open space ratio at 15%.

Linda Sibley said she thought some of the parking spaces should be open space, including the buffering of the building.

Doug Sederholm asked if any traffic consultant has explained the impact on the bottleneck issue. **Adam Turner** said our traffic consultant said it would, and the applicant wants to design their parking space.

Drainage

Adam Turner said the site offers challenges to drainage because the topography is not flat. The natural topography causes most of the storm water to congregate at the front of the store. The current store is plagued with severe ponding during large storm events. The applicant has developed an engineered system that removes water from the lower areas and transfers them to a catchment area on the western side of the site. The low point of the drainage is still in front of Stop & Shop. The proposal has been extensively engineered and it needs to be maintained, because currently it is not. Sheri Caseau has reviewed the plan and is fine with the design.

Fred Hancock said we should include in our decision that the applicant agrees to monitor and maintain it.

Gail Barmakian said it is very important to make it a condition. There was an issue with the hospital because it wasn't a condition.

Robert Doyle said the MVC should require reports.

Leonard Jason said the applicant should report to the Planning Board twice a year.

Housing

Adam Turner said in order to satisfy more workers estimated to be needed by this application, the applicant has pledged to: contribute \$26,000 in housing mitigation as mandated by the MVC, contribute \$50,000 annually for housing capacity to the MV Regional Housing Authority, and agreed to provide housing in the same manner and number proportionally as they provide currently. They spend \$1,000,000 per year now. Staff recommended that the first payment of \$50,000 be paid in full to the

DCRHA prior to the Building Inspector's issuance of a Certificate of Occupancy. Annual payments shall continue the same date of the first payment each year to DCRHA. They also recommended that in anticipation of the 25-35 new employees, the applicant is given two options:

- The applicant shall provide housing for new workers in proportion to the existing workforce housing or
- The applicant might develop or acquire five newly acquired homes and shall have the capacity for a minimum of ten new employees.

Each January the new house's leases for the previous year shall be submitted (annually) and verified by MVC Staff or the MVC's Land Use Planning Committee.

James Vercruysse said this is a very large and generous benefit to the project.

Economic Impact

Adam Turner said this is the largest grocery store on the Island and it is a year-round business open seven days a week. It is not anticipated that the hours of operation will change.

Josh Goldstein said that the MVC did not talk about the applicant's economic impact to the community, for example they give to the food pantry and the hockey program.

Jobs

Adam Turner said the development of the proposed project will create a number of new temporary jobs. The employees use the Steamship Authority. The company contributes much to the Steamship revenues. They are one of the leading commercial users of the Steamship. They spend upwards of \$100,000/month in the peak season bringing groceries to the Island. They have a significant impact. Stop & Shop pays their employees upwards of \$12.50/hr and offers health insurance. Stop & Shop employees live on the Island for the most part and spend their salaries at other businesses on the Island. The multiplier effect of \$2.50 impact per \$1.00 spent indicates that upwards of \$250,000 per week might be spent in the peak season. They do the best they can for the niche they are in. While the Commission has taken steps to regulate formula based stores or big box chain stores in the community, the current brand exists in two locations.

Linda Sibley said there are more than two locations.

Goods and Services

Adam Turner said in terms of goods and services they provide, they are the biggest on the Island. The MVC could ask to increase the amount of local products in the store. The applicant did testify that they would make every effort to provide opportunities to market locally grown or manufactured Island products. It should be noted that even though there is a high demand for these products, the supply of Island products is limited. They do use local product, but they are then competing with the local farmers. Stop & Shop does utilize a local products program for mainland stores. It would be beneficial to both the Island and to Stop & Shop if they developed more on-island capacity to obtain island products, produce or other products. The applicant has significant "buy local" operations in mainland stores.

Architecture

Adam Turner said it is hard to see if they are in keeping with the architectural style of the neighborhood. There does not seem to be a consistent building design for the neighborhood. It is hard to determine if the store is in keeping with the community character, including streetscape design, building size and massing with other mixed use businesses located within Edgartown's Upper Main Street Business District; although the store has existed prior to much of the development being constructed. There does not appear to be consistent building design or façade standards in Edgartown's Upper Main Street Business District other than zoning regulations for lot sizes, building frontage, building setbacks, building height limits, parking and open space requirements. There is a diverse mix of buildings of various sizes and massing. The building doesn't contain a distractive theme. The sides of the building have not been

outfitted at all. The applicant must improve the architectural theme to distinguish the building. The building materials of the new Stop & Shop might also be changed to more reflect the character of the Vineyard. The sides of the building, as well as the roof design, have not been addressed. The applicant has not addressed the architectural style, so we recommend looking at the architectural elements to make it more consistent with the Vineyard character.

There was a discussion on review of the architectural style.

- **Gail Barmakian** said how the architectural review would take place, would it be done at LUPC?
- **James Vercruysse** said it would be done at the full Commission.
- **Fred Hancock** said the MVC would give the applicant some items to consider and request that the applicant come back to the full Commission for approval before they would receive a Building Permit.
- **Linda Sibley** said procedurally, if the MVC approves this project with conditions the applicant can go to the Edgartown Planning Board and then bring the plans back to the MVC for approval. The new plans would be based on the MVC requirements and the Edgartown Planning Board conditions.
- **Adam Turner** said this is enforceable. It is done on Cape Cod all the time. We can give them general guidance.
- **Doug Sederholm** asked if the Building Inspector, Leonard Jason, is okay with that process.
- **Leonard Jason** said he thinks you get a better plan when you have the local board input.

1.4 Offers

Wastewater, Groundwater, Flooding and Risk from Other Natural Hazards

Stormwater Management: The applicant shall submit a final stormwater management plan for review and approval by the MVC Land Use Planning Committee prior to the issuance of a Building Permit. All stormwater shall be managed on-site. A plan will be submitted for approval by all local permitting authorities and shall be a condition for approval of a Building Permit.

The Commissioners accepted this offer.

Risk from Other Natural Hazards: The building shall be designed to meet the 9th (typo corrected by Geoghan Coogan, it was noted as 8th) Edition of the Massachusetts State Building Code and its amendments, which references the 2009 IBC and any local codes or ordinances that are applicable.

The Commissioners accepted this offer.

Open Space and Landscaping

Landscaping Plan: The applicant has produced a final landscape plan that adheres to the Martha's Vineyard Commission's Landscape Design Policy. The landscaping plan shows species, quantities, and locations and includes an implementation timetable. The Town of Edgartown Planning Board shall approve this plan before construction.

- **Fred Hancock** said the applicant has submitted a final landscape plan, but it should be clarified that it will not be accepted as the final plan.
- **Joan Malkin** said the MVC should scrap that offer, because we are not the final approval.

The Commissioners rejected this offer.

Maintenance of Landscape: All fertilizers shall be slow-release, water insoluble nitrogen source types. No synthetic pesticides including herbicides, fungicides and/or insecticides shall be used in the maintenance of the landscaping. All landscaping plans and maintenance shall conform to UMass Amherst Extension Center's Best Management Practices. All landscape shall be maintained as shown on the plan in perpetuity.

The Commissioners accepted this offer.

Night Lighting, Noise

Exterior lighting shall be limited to external sign illumination, security lighting and emergency lights required by code, which are downward shielded to prevent light spilling off the property. There shall be no flood lighting. All exterior lighting, except for security lighting which shall be on motion detectors, shall be on timers and shall be turned off during the day as well as during the night from one hour after the store closes to one hour before it opens in the morning. A final exterior lighting plan shall be submitted and is subject to the approval of the MVC LUPC prior to the issuance of a Certificate of Occupancy. It may be incorporated into the final landscaping plan.

The Commissioners accepted this offer.

There shall be no formal or informal activities on the property that exceed the Commonwealth of Massachusetts Department of Environmental Protection's Noise Control Regulation 310 CMR 7.10 at all boundaries of the property or that exceed any applicable Town of Edgartown noise regulations.

The Commissioners accepted this offer.

Noise emanating from mechanical cooling or ventilation systems shall be controlled by sound baffling panels, similar to Kinetics Noise Control tongue and groove sound barrier wall panels. Noise emanating from trucks backing up in the morning shall be controlled by Stop & Shop staff under supervision of the Store Manager with measures, such as requiring that any trucks parked overnight back in so they can leave in the morning without backing up.

The Commissioners accepted this offer.

A sound attenuation wall of 12 feet in height shall be constructed in accordance with the plans submitted.

The Commissioners rejected this offer.

Energy, Green Building

LEED: The proposal shall be designed and built according to that design to attempt to accomplish certification in accordance with LEED certified level of compliance with the USGBC 2009 LEED-NC for Retail v3.0 which equates to a minimum of 40 LEED scorecard points.

The Commissioners accepted this offer.

Solar Roof: The new portion of the roof will be designed to accommodate PV's for future installation. 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. It 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, which is supported by multiple participants who invest in the project or purchase the electricity or net metering credits generated. CSS offers an alternative for those who cannot install solar on their own property.

- **Linda Sibley** and **Joan Malkin** said the MVC could add to this offer.
- **Ben Robinson** said the MVC should strike the whole thing and then make a new condition.
- **Joan Malkin** said so much here is irrelevant.
- **Fred Hancock** said if the condition is not approved during the review, it can be changed.

The Commissioners decided to hold their decision on this offer.

Waste Management: The applicant shall install recycling bins at convenient locations inside and outside the building and maintain them regularly. All kitchen oils shall be recycled and given to a supplier of bio-diesel when feasible and as necessary. Dumpsters shall be located inside the truck docks as shown on the plans. The trash compactor shall be operational during store hours only.

- **Joan Malkin** and **Gail Barmakian** said the language "when feasible" is not specific enough.

The Commissioners decided to hold their decision on this offer.

Traffic and Transportation

Deliveries: The applicant shall schedule truck deliveries and waste removal to the best of their ability between 7:00 a.m. and noon daily, and shall normally keep the truck dock doors closed after noon. However, there may be occasional deliveries between noon and 9:00 p.m. There shall be no deliveries between 9:00 p.m. and 7:00 a.m.. Stop & Shop employees shall manage and be present for all deliveries. Refrigerated trucks will run as required during unloading and shall be turned off upon completion of unloading.

- **Linda Sibley** asked if the Town of Edgartown has a noise ordinance.
- **Leonard Jason** said they do for construction.
- **Joan Malkin** said there is a possibility a refrigerated truck could come at 9:00 p.m. and take an hour to unload.
- **Leonard Jason** said they could turn off the refrigeration, but the noise comes from the unloading.
- **Fred Hancock** said it could be for an unforeseen circumstance, such as a late boat.

The Commissioners accepted this offer.

Bicycling: The applicant shall provide and maintain bike racks within the parking areas and shall provide information about alternative means of transportation to customers and employees, such as posting signs indicating alternative means of transportation for customers and employees at several public and employee areas around the site.

The Commissioners accepted this offer.

Scenic Values

Building Design: Final architectural plans and details, to be substantially the same as the plan approved by the Commission, shall be submitted for the review and approval of the MVC Land Use Planning Committee before a Building Permit is issued.

The Commissioners decided to hold their decision on this offer.

Economy and Employment

Uses: Stop & Shop shall be used as a grocery supermarket as the existing supermarket is used as of the date of these offers. Sale items shall be similar to those offered in the current Edgartown Stop & Shop location, the existing Vineyard Haven Stop & Shop location and similar to Cronig's Supermarket.

- **Doug Sederholm** asked if the pharmacy is out of the proposal.
- **Fred Hancock** said it is not.
- **Doug Sederholm** said it is not in this offer.
- **Joan Malkin** asked if that is a typo.
- **Geoghan Coogan** said it was not a typo, it was intended to clarify the grocery only portion.
- **Linda Sibley** said if the offer is approved, it excludes the pharmacy.
- **Doug Sederholm** said the applicant clearly intends to offer a pharmacy to sell the same array of goods, and suggested clarifying the offer.
- **Geoghan Coogan** said Doug was correct, that is the intention.
- **Linda Sibley** said the language needs to be changed as clarification.

The offer was revised to say "the current Edgartown Stop & Shop location and pharmacy location...".

The Commissioners accepted this offer as clarified.

Public Restrooms: The applicant shall install and maintain restrooms inside the store, which shall be open to the public when the store is open in order to provide an important amenity to shoppers and visitors.

The Commissioners accepted this offer.

Housing

According to the MVC Affordable Housing Policy, the recommended monetary mitigation for a project totaling 17,835 square feet is \$26,670. The applicant has offered to provide a one-time monetary mitigation of \$26,670 to the Dukes County Regional Housing Authority (DCRHA). The applicant has also offered an annual payment of \$50,000 to the Dukes County Regional Housing Authority, or until Stop & Shop can purchase land and build its own housing. For each housing unit that Stop and Shop builds or purchases, the annual mitigation to the DCRHA shall decrease by \$10,000 per year. In other words, if Stop & Shop purchases or builds five homes, which contain multiple bedrooms per unit on Martha's Vineyard, the monetary mitigation to DCRHA shall cease.

- **Joan Malkin** asked what is considered a unit.
- **Geoghan Coogan** said one structure with multiple living/housing units.
- **Doug Sederholm** asked if the applicant owned and operated housing anywhere else.
- **Geoghan Coogan** said they do on Nantucket.
- **Christine Flynn** said the MVC should clarify the number of bedrooms in each housing unit.
- **Joan Malkin** suggested language: if they built or purchased five homes each of which could contain multiple bedrooms.
- **Ben Robinson** said the applicant has defined a housing unit as a structure that can have multiple bedrooms.
- **Linda Sibley** asked what the governmental definition of unit is.
- **Christine Flynn** said per the census, any structure that has an independent kitchen, bathroom and living space.
- **Joan Malkin** said the MVC is not counting bedrooms, but units.
- **Geoghan Coogan** said a unit may contain multiple bedrooms, it might contain one or four bedrooms. The intention was to address the Vineyard Haven site that Stop & Shop owns. They could build an apartment building, so there is one dwelling with multiple units.
- **Linda Sibley** questioned the last sentence of the offer with regards to the monetary mitigation ceasing.
- **Adam Turner** said it is there if they decided to develop their own capacity for housing.
- **Linda Sibley** clarified and said if they build a rooming house with five bedrooms with one kitchen and one bathroom, they would only get a \$10,000 credit.

The Commissioners accepted this offer.

James Joyce excused himself from the meeting.

The applicant has submitted a 2018 Workforce Housing Annual Budget, which has a total housing budget of \$948,195 for 131 existing employees at the Edgartown and Tisbury Stop & Shop stores. The following is a summary of the 2018 Workforce Housing Budget:

- The two Stop & Shop stores rent 27 houses throughout the Island.
- $\$948,195 / 131 \text{ beds} = \$7,238$ as an average housing subsidy for each employee.

The Commissioners noted that this is information only and is for the record.

Adam Tuner said the following are proposed conditions that the applicant agreed to. **Geoghan Coogan** clarified that they are part of the offers.

For the life of the project, the current provision of year-round and seasonal workforce housing be continued by the applicant.

- **Gail Barmakian** asked if the life of the project is for as long as it exists.
- **Doug Sederholm** said it is.

The Commissioners accepted this offer.

Each January, the applicant shall submit its Annual Workforce Housing Budget to the MVC. The MVC shall select five of the 27 house leases as well as the leases for individual employees within those homes to be verified by MVC Staff or MVC's Land Use Planning Committee.

The Commissioners accepted this offer.

The \$26,670 dollars shall be paid in full to the DCRHA prior to the Building Inspector's issuance of a Certificate of Occupancy.

The Commissioners accepted this offer.

Each January, the applicant shall submit a copy of the letter and check made out to the DCRHA in the amount of \$50,000 to the MVC. The monetary mitigation shall be utilized for the purposes of creating new Affordable Housing opportunities throughout the Island. The annual monetary mitigation to the DCRHA shall cease only if the applicant has developed or purchased five homes for the purpose of workforce housing on the Vineyard.

The Commissioners accepted this offer.

The first payment of \$50,000 shall be paid in full to the DCRHA prior to the Building Inspector's issuance of a Certificate of Occupancy. Annual payments shall continue on the same date of the first payment each year to the DCRHA.

The Commissioners accepted this offer.

In anticipation of the 25-35 new employees the applicant has given two options:

6 (a) The applicant shall provide housing for new workers in proportion to the existing workforce housing (see Appendix) OR

6 (b) The applicant might develop or acquire five newly acquired homes as referenced in condition #4, which shall have capacity for a minimum of ten new employees.

- **Joan Malkin** asked where the Appendix is.
- **Ben Robinson** questioned if this was part of the other offer or an additional offer.
- **Geoghan Coogan** said he felt that both of these options should be out. It is not either or, and he would delete it altogether.
- **Adam Turner** said staff worked on this offer to wordsmith it. It is in addition. This is about where the new employees would live. Either they could house people as they are currently doing, or the applicant could develop their own housing units.
- **Gail Barmakian** said it needs to be worded clearly.
- **Fred Hancock** said this offer says it applies to new employees and is the incremental increase.
- **Geoghan Coogan** suggested striking the second option and the reference to the appendix.

The Commissioners accepted this offer minus option B.

For options 6(a) or 6(b), each January the new house leases for the previous year shall be submitted annually and verified by MVC Staff or the MVC's Land Use Planning Committee.

- **Joan Malkin** suggested deleting the language "For options 6(a) or (b)."
- **Doug Sederholm** said why not take a certain percentage of what they come up with, and not accept this offer.

The Commissioners rejected this offer.

These possible Offers and Conditions apply to the Edgartown Stop & Shop only.

- **Joan Malkin** suggested deleting the language "and Conditions."

The Commissioners accepted this offer as amended.

Construction Process

Construction Management Plan: A complete Construction Management Plan shall be submitted for the review and approval of the Martha's Vineyard Commission Land Use Planning Committee before issuance of a Building Permit.

- * Local, licensed qualified and insured subcontractors will be encouraged to bid.
- * A full construction management plan shall be submitted to the building commissioner prior to issuance of Building Permit.

The Commissioners accepted this offer.

Modifications to this Offer

Required MVC Approval: The applicant shall not alter the design or use of the premises from the approved plan, uses and operating conditions without the approval of the Martha's Vineyard Commission.

The Commissioners accepted this offer.

Bank

There was a discussion about the Bank as a part of this application.

- **Fred Hancock** said he knows the bank is a separate applicant, but it is covered by the same application. Do we need something or not for the Bank.
- **Joan Malkin** asked who owned the land.
- **Geoghan Coogan** said Stop & Shop does.
- **Joan Malkin** asked how the MVC could enforce the Bank.
- **Fred Hancock** said if the Bank doesn't build what they say, Stop & Shop is not responsible. But Stop & Shop would be responsible for the landscaping.
- **Doug Sederholm** asked if there would be two separate Building Permits.
- **Geoghan Coogan** said yes, because Stop & Shop is the landlord, but the Bank is building the building.
- **Adam Turner** said Stop & Shop is the applicant.
- **Geoghan Coogan** said Stop & Shop owns the building and the land. If they want any changes to what is being permitted, Stop & Shop would have to come back to the MVC.

1.5 Commitments

Paul Foley said Commitments are basically offers, but are not included in the offers. They are the agreements the applicant made in the presentations of their plans.

There was a discussion about Storm Water Management 7).

There shall be a long-term operation and maintenance plan implemented to ensure that stormwater management systems function as designed to include the following:

- a. Asphalt Pavement: Sweep or vacuum standard asphalt pavement areas at least twice per year with a commercial cleaning unit, and properly dispose of removed material.
- b. Deep Sump Hooded Catch Basins, Yard Drains and Trench Drains:
 - i. Inspect the unit post-construction prior to being placed into service and ensure the unit is clean and free of any structural damage.
 - ii. Inspect quarterly for the first year to determine the oil and sediment accumulation rate.
 - iii. Inspect and clean the catch basins at least four (4) times per year or whenever the depth of sediment is greater than or equal to half the sump depth. Cleaning and inspection times must include at the end of the fall foliage season and at the end of snow removal season.
 - iv. Inspect the units immediately after an oil, fuel or chemical spill.
 - v. A licensed waste management company shall remove oil and sediment and dispose per state and local regulations.
 - **Gail Barmakian** asked if the applicant would submit evidence of the cleaning.
 - **Georgiana Greenough** said the Edgartown Planning Board has very specific conditions. The Planning Board has control of outside the building, and the Board of Health has control inside the building.

- **Linda Sibley** asked if there was a way to note that this is done.
- **Leonard Jason** said the decision should state “approve as presented.”

1.6 Conditions

Energy

Within three years of receiving a Certificate of Occupancy for the expanded structure, the applicant shall install solar panels on the roof of the new building, or develop a plan to obtain alternative energy.

- **Ben Robinson** suggested that the language should be “alterative green energy on the Vineyard.”
- **Gail Barmakian** said it was ambiguous as written and should be defined better.
- **Geoghan Coogan** said the applicant was fine with the deletion of the language “or develop a plan to obtain alternative energy.”
- **Ben Robinson** asked if a final solar plan was needed.
- **James Vercruysse** said perhaps there needs to be a little bit of trust.
- **Gail Barmakian** said she thought it would be a good idea to receive a plan.
- **Geoghan Coogan** said the applicant would agree to submit a plan.

James Vercruysse moved and it was duly seconded that a final plan for solar be brought back to the MVC Land Use Planning Committee before installation. Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

Noise

The applicant shall develop a fencing option to maintain a reasonably quiet (30dbL or less) condition using a combination of fencing and landscaping, as the applicant desires to maintain such conditions. The applicant shall develop a plan using a minimum of 45 STC fencing and submit plans to maintain the current dbL on the western and northern boundary. The STC rating is the average amount of noise (dbL) reduced at 18 different frequencies measured in decibels. Fencing shall be 12 feet in height in the recommended areas.

- **Geoghan Coogan** said the applicant would like to change the fencing to 30 STC. The same fence would be on both sides. The applicant will need to know how long the fence would be on the west side.
- **Adam Turner** suggested that the fence be as determined by staff for the length on the west side, after the necessary calculations are complete.
- **Fred Hancock** asked if Commissioners would be willing to change the STC rating to allow the applicant to build a fence to meet what they want.
- **Ben Robinson** said he was okay with 30 STC, but was concerned about the setbacks.
- **Katherine Newman** thought the fence specifications were determined through conversations with the neighbors.
- **Fred Hancock** said the LUPC recommended deferring the material and setback issues to the Town. The Commission’s purview is the sound reduction level.
- **Trip Barnes** thought the point of the fence was to hide the trucks from the neighbors. The trucks are 13.6 ft with the stacks. The fences won’t be tall enough to stop the noise.
- **Leonard Jason** said it would stop the noises from the smaller trucks and some of the other trucks.
- **Gail Barmakian** thought that the placement should be stated, so it would not be on the neighboring property line.
- **Linda Sibley** said that decision should be left to the Town as part of the special permit consideration.
- **Fred Hancock** said the fence should be attached to the building.

- **James Vercruysse** suggested that the fence be 12 feet high attached to the building in the mandated areas as required by staff.
- **Fred Hancock** said the applicant said they would build a sound attenuating wall on the roof for the HVAC system, and this does not eliminate that.
- **Adam Tuner** said he thought the MVC did condition that they should also test the sound levels periodically.
- **Paul Foley** said the MVC required testing for Dreamland and the bowling alley.
- **Adam Turner** read lines 83-92 of the Staff Report from December 7, 2017, which has language regarding the noise testing.

Linda Sibley moved and it was duly seconded to add lines 83-91 of the December 7, 2017 Staff Report to the Noise Condition.

- **Fred Hancock** clarified that the MVC is holding the applicant to an increase of no more than 10 dbl above ambient, and if that has not been met, they have to come back for mitigation.

Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

Transportation

Delivery: The applicant shall publicize the use of Pea Pod through store advertisement and an inclusion in the newspaper as a part of the regular circular. The applicant shall offer Pea Pod delivery service to any resident of Martha's Vineyard that desires it for the months of June, July and August as they do on the mainland. Regular Pea Pod procedures and prices shall be in effect during those months.

- **Linda Sibley** said there was no record of how effective a delivery service would be, and suggested reclassifying this condition as a strong recommendation. She suggested language that the Commission strongly advises the offering of a delivery service.
- **Fred Hancock** asked if she was suggesting this to deter the use of Pea Pod.
- **Leonard Jason** agreed with Linda Sibley.
- **Ben Robinson** said any reference that would increase the use of the ferry should not be included in the condition.

Linda Sibley moved and it was duly seconded that the MVC strongly recommends to Stop & Shop that they develop a food delivery option that will mitigate traffic. Voice vote. In favor: 10. Opposed: 1. Abstentions: 2. The motion passed.

Redesign of Entrance: The applicant shall redesign the western entrance to not permit westbound parking traffic to enter the main entry/exit point as shown in the figure. The applicant will further incorporate the three specimen Linden trees into their design. The applicant shall design this improvement by incorporating the concepts identified in the condition and have that design approved by the LUPC.

- **Gail Barmakian** said the language should be "prevent" instead of "not permit," (on line 825 of the Staff Report dated December 7, 2017).
- **Doug Sederholm** asked where that traffic would go. It would conflict with the other traffic going the other way.
- **Linda Sibley** said the condition was asking the applicant to redesign.
- **Fred Hancock** said the drawing was illustrative.

James Vercruysse moved and it was duly seconded that the plan for the redesign of the entrance with the existing Linden Trees will come back to LUPC prior to the applicant receiving a Building Permit.

Voice vote. In favor: 13. Opposed: 1. Abstentions: 0. The motion passed.

VTA: The applicant shall work with the Vineyard Transit Administration (VTA) to design and construct a bus shelter. The bus shelter shall be constructed to the specifications of the VTA.

- **Fred Hancock** asked if there should be a time limit.

- **Josh Goldstein** said it should be built prior to the Certificate of Occupancy.

Island Character

Buy Local Products: The applicant shall provide opportunities for local producers of produce and other materials to place their products in the store. This shall be accomplished through a product fair where local growers and other providers can meet with store administration and develop product producing arrangements.

Joan Malkin moved and it was duly seconded that the applicant must implement an augmented program (with metrics) for the use of local farmers and purveyors, including, for instance outreach efforts such as a product fair, purchasing targets, marketing initiatives and shelf space/store allocation. A detailed local purchasing program must be approved by the LUPC prior to the issuance of a Certificate of Occupancy.

- **Joan Malkin** said this will have an impact on the local economy, but as mitigation they can take a more aggressive responsibility and posture to support one of our most important local economies, which is our agriculture. It will be more affirmative.
- **Leonard Jason** asked if Stop & Shop was in competition with Morning Glory, and noted that local fishermen were not included in this condition. He would hate to have a condition that would hurt Morning Glory or the Farmers Market.
- **Katherine Newman** said she understood Joan Malkin's opinion, but suggested changing the language as it appears too stringent.
- **Ben Robinson** said he supported the motion. Stop & Shop should create a program. This could potentially compete with local purveyors but it intends to expand local production, and Stop & Shop is a huge market for this.
- **Fred Hancock** said it was not a good idea. He compared it to the MVC telling a restaurant what to put on their menu. He did not think that Island farms would jump at the opportunity, and it was not the MVC's business to change their business plan.
- **Robert Doyle** asked if this condition would help to increase farming activity.
- **Ben Robinson** said the condition only asks for partnership.
- **Trip Barnes** said he was against this. He is a small farmer and a member of the Agricultural Society. This has been discussed, and everyone sells as much as they can. The MVC is getting involved in something it should not be involved in. He suggested the Commissioners attend an Agricultural Society meeting and plead the case for Stop & Shop.
- **Adam Turner** suggested that once a year Stop & Shop hold a buyer fair where farmers can come and make a deal, and this will open up the access. Stop & Shop should prepare a process for participating entities.
- **Joan Malkin** withdrew her motion and supports Adam Turner's suggestion.

Joan Malkin moved and it was duly seconded that the applicant shall provide opportunities for local producers of produce and other materials to place their products in the store. This shall be accomplished through an annual product fair where local producers can meet with store administration.

- **Linda Sibley** said it should be allowed for them to expand as they can and the applicant can continue to provide opportunities for local entities.

Voice vote. In Favor. 12. Opposed: 1. Abstentions: 1. The motion passed.

Architecture

The applicant shall evaluate the submission regarding building design and architectural features. The applicant shall revise their submittals to reflect changes in the design to make it more reflective of the character of the town and Island. Specifically, the applicant shall address the roof, side of the building that faces the parking area, the trim, and the façade. The applicant shall provide revisions to the

Commission and have them approved prior to a building permit application. Staff shall work with the applicant to achieve the satisfaction of this condition.

- **James Vercruysse** said the MVC should encourage the Planning Board to be involved.
- **Fred Hancock** said it was suggested that the applicant break up the volume so it doesn't look like one long store. Also at the LUPC, it was suggested that the store be modeled after the Nantucket store. The applicant has received some guidance.
- **Linda Sibley** said the LUPC did not like how the store appeared to be one long, white stripe.
- **Leonard Jason** asked what the Nantucket store is like.
- **Paul Foley** showed photos of the Nantucket store.
- **Ben Robinson** drew a cross section/elevation of the Nantucket store versus the Edgartown proposal and pointed out the eave that is being discussed. The eave guides the material.
- **Adam Turner** said that is one of the elements to be addressed, as well as the sides of the building.
- **Fred Hancock** said on the bank side, the whole wall is all cinder block.
- **Leonard Jason** said he was concerned with the overhang on the building. With an overhang, they could start putting things outside.
- **Fred Hancock** suggested that the volume be broken up, and to add elements of the Nantucket store.

Joan Malkin moved and it was duly seconded that the applicant shall revise the architectural submittal to minimize the appearance of massing and make the appearance more consistent with local Island vernacular. The applicant shall address the roof, the sides facing the parking lot and the façade. Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

1.7 Review of the Offers Requiring Further Discussion

Energy, Green Building

4.2 Solar Roof:

Fred Hancock asked what the MVC should do regarding the solar roof offer (4.2). **Linda Sibley** and **Josh Goldstein** thought it should be removed.

4.3 Waste Management:

Linda Sibley asked if a condition was needed on the bio-diesel issue. What would make it feasible? **Leonard Jason** said there was no demand, and no one comes to get it. **Linda Sibley** said if it was not feasible then the supplier wouldn't come to get it. What does feasible mean?

James Vercruysse moved and it was duly seconded to accept the offer 4.3 as written. Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

Scenic Values

6.1 Building Design:

James Vercruysse, Chairman, said the Commissioners have decided not accept offer 6.1 Building Design.

Open Space and Landscaping

2.1 Landscaping Plan:

Fred Hancock moved and it was duly seconded that the applicant shall submit a final landscape plan prior to the Certificate of Occupancy. Voice vote. Approved: 14. Opposed: 0. Abstentions: 0. The motion passed.

Open Space:

Fred Hancock said there was no mention to the applicant that they have to meet 20% open space requirement.

Linda Sibley said on line 829 under Transportation Conditions, 20% open space for the redesign of the parking and the landscape should be added.

Fred Hancock moved and it was duly seconded that redesign of the parking lot and the landscape plan should include 20% open space, and the 20% Open Space Plan shall come back to the LUPC prior to issuance of a Building Permit. Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

Linda Sibley moved and it was duly seconded to approve the project with the offers, commitments and conditions as amended.

1.8 Benefits and Detriments

Benefits

Available Alternatives: The proposed development at this location is appropriate in view of the available alternatives. There has been some commentary on building a supermarket in a more central location on the Island, possibly near the airport. This application concerns an existing location that has acquired additional lands to expand. The applicant has no plans to locate near the airport and possesses no lands to develop there. Further, the local town zoning laws would not permit such developments. There is merit to siting a grocery store at an in-town location. The site is already served with mass transit and is frequented via pedestrian pathway. It is highly desirable to locate a grocery store within a downtown commercial district by many Economic Development Planning Standards and Practices. Grocery stores are often considered to be an anchor business that helps support a downtown commercial area as noted in the MVC's Island Plan.

Character and Identity: The expansion will be consistent with the existing commercial land uses along Main Street. The site has housed a grocery store for almost 30 years. The site is surrounded by commercial development, but does border a residential neighborhood in the rear.

Wastewater and Groundwater: Staff notes that the site is currently not well drained and floods regularly, especially in the front of the store. The site plan contains several new devices to control site storm water, including two strategically placed rain gardens. While technically these schemes should be effective, they lose effectiveness if the systems are not maintained. The site is connected to municipal sewer and the expansion flows have been accepted by the Town (per the storm water plan). The grading plan indicates that runoff will flow to the area in the front of the store that is currently prone to flooding. Particular care will need to be done to the catchment area in that location. The applicant needs to adhere to Section D of the Long-Term Stormwater Operation and Maintenance Plan and Spill Prevention and the schedule of the Maintenance Checklist that were submitted for the maintenance of asphalt pavement, catchment and rain gardens. As offered by the applicant, a final storm water management plan will be submitted and approved by LUPC prior to issuance of a building permit.

Energy and Environmental Building: The Proposed Stop & Shop building will be LEED Certifiable and will use less energy than the existing smaller facility. Nevertheless, the proposal is not entirely consistent with the Commission's policy. Although the proposed expanded structure will use 13 % less energy than that allowed by the building code, the MVC policy calls for a 20% reduction. The MVC policy also encourages the use of renewable energy sources especially from larger energy uses, but the applicant has made no firm plan to utilize solar or other alternative technologies. The site will provide some on-site low impact development features like rain gardens, but doesn't include much else. Utilizing the buffer areas and pedestrian pathways for green development is relatively simple and effective. (Refer to green development and landscape plan).

Housing: The applicant has made a significant effort to provide housing for its employees spending in excess of \$900,000 in 2017 for housing programs. The applicant has offered to provide a one-time \$26,000 mitigation fee, an annual \$50,000 contribution to fund housing initiatives on the Island through

the DCRHA, and will make housing available to their new employees in the same manner as they provide to existing employees.

Provision of Municipal Services or Burden on Taxpayers: A supermarket already exists on the proposed site, and has for many years. While the normal services have been projected and addressed by the town agencies (water, sewer, police and fire), traffic impacts will be felt, especially in peak season. This proposal adds to the tax base for the Town and its property value will increase with the expansion. The project will also provide jobs and offer the consumer more choice.

Scenic Values: With the proposed project, the scenic values will be improved.

Achieve Town, State and Regional Planning Objectives: The proposed project advances the Commission's land development objectives, as outlined in the Island Plan adopted by the Commission in December 2009. The proposed development is consistent with municipal development ordinance and By-laws to the best of the Commission's knowledge. The project is a permitted use (Retail) in the B-II Zoning District. The site must achieve a 20% open space ratio according to the Town By-law. The project currently scores at 15% if the Town's definition for open space is considered. The project appears to meet all other land development standards for the Town. The placement of the fencing must meet Town regulations.

Detriments

Open Space, Natural Community and Habitat: Many of the existing healthy trees that screen or break up the mass of the parking lots to the east side and to the front of the existing Stop & Shop building will not be changed. A substantial vegetated island near the public road front with mature specimen locust trees between the site's two existing buildings will be removed. Expansion of the building and parking to the west will clear nearly a half-acre of woodland at the back half of the property which adjoins approximately four acres of woodland leading to a golf course.

Traffic and Transportation: The site expansion will generate significant amounts of traffic, but given the corridor's traffic during the peak season and its lack of traffic after the peak season, the site expansion should have a somewhat limited impact. (Use of peer review and findings).

Impact on Abutters: The proposed expansion will have an impact on abutters. Edgartown's Upper Main Street Zoning regulations do not include a no cut, no development or buffer zones between abutting residential and commercial districts, as is common practice in other communities. On the undeveloped portions, the expansions will bring noise and light. The applicants have proposed fencing, screening, buffering and other mitigations along the edges of the property. The fencing is high, virtually on the property line, and not screened by the applicant with any landscaping vegetation. The applicant has entered into agreement with one direct abutter to provide parking.

Neutral

Night Lighting and Noise: The portion of the site utilized for expansion has significant noise and light impacts, as the site is currently undeveloped. The new loading bays will provide the most significant noise impacts which will require substantial fencing to mitigate. Additional illumination will be needed for the additional parking areas and will be down shielded.

Character and Identity: It is one of the largest buildings on the Island and is not in character, but with the appropriate redesign of the exterior it will be acceptable.

Not Applicable

Use Efficiently and not Unduly Burden Existing Public Facilities: Other than the traffic consideration, the project will demand greater public facilities but has obtained assurance from the Town agencies that water and sewer capacity is available.

District of Critical Planning Concern: The project is not in a DCPC.

There was a discussion about Character and Identity.

- **Linda Sibley** said she would like to make it clear that for Character and Identity, the project is a detriment as it was presented to the MVC, but with conditions it is neutral.
- **Leonard Jason** said LUPC may have objected.
- **Gail Barmakian** said a chain supermarket is not in character.
- **Joan Malkin** said the MVC does not know what the final plans will look like. The current building is not in character, but the final design with changes would be an improvement.

Joan Malkin said the housing, convenience and choice for customers in her mind is what tips the project in favor of the community.

Ben Robinson said this is a consolidation of shopping in one place, so he thinks it is a detriment to the alternatives.

Fred Hancock said this is why the MVC has conditions. He thinks it is the best alternative in Edgartown for this site. The community has overwhelming said they want the site improved and enlarged. The MVC is having the applicant readdress the architecture, open space and solar to the roof. That makes it important in the decision.

Katherine Newman said the frustrating piece is dealing with a large off-Island chain.

Doug Sederholm said the major detriment is the additional 13% traffic during peak hour at just about the most congested spot on the Island. It will be grid lock in the summer in peak hour. It is already hell getting through there and it will make it much worse. The mitigation won't solve it. 40 weeks of the year it will be tolerable and 12 weeks it will not be.

Linda Sibley said before it was a Stop & Shop, it was an A&P and then the current building was built. They have been on the Island a long time. It has become part of the Island character. She thinks part of the push back is that a lot of us are disappointed that the applicant didn't offer more in the way of benefits, other than more shopping opportunity. But that is their business. There was no mention of the charity work done on Island. Most applicants tell us about the good things that they do. She thought that if the Commissioners and public had heard about that, there would be a better feeling about it.

Roll call vote. In favor: B. Barmakian, T. Barnes, R. Doyle, J. Goldstein, F. Hancock, L. Jason, J. Malkin, K. Newman, L. Sibley, E. Thomas, J. Vercruysse. Opposed: B. Robinson. Abstentions: D. Sederholm, R. Toole. The motion passed.

Geoghan Coogan thanked the MVC staff and Commissioners; this was a very complex project. Stop & Shop made it a point not to boast about what they do in and for the community. It was not a part of the project, and they didn't want to appear as if they were begging.

2. NEW BUSINESS

Commissioners Present: G. Barmakian, T. Barnes, R. Doyle, J. Goldstein, F. Hancock, L. Jason, J. Malkin, K. Newman, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

2.1 Reports from Committees and/or Staff

Nominating Committee

James Vercruysse said the Committee should have been formed back in November to develop the slate of new officers and present it to the Commission, but unfortunately that did not happen. He suggested a solution by appointing the same officers: James Vercruysse for Chairman, Robert Doyle as Vice-

Chairman and Ernie Thomas as Treasurer. The vote will be brought to the next meeting, and the floor will be open for any additional nominations.

Leonard Jason asked if a motion could be made that the nominations be closed.

Linda Sibley said someone may want to nominate from the floor.

James Vercruysse said he would like to give people the opportunity to nominate from the floor.


Water Quality Policy Committee

Doug Sederholm stated that the Committee has completed their work, and has a revised draft ready to be reviewed by engineers, such as George Sourati, Chris Alley and Reid Silva. It will then be brought to the MVC on January 18, 2018 for discussion, a Public Hearing thereafter, and then for again adoption.

The meeting was adjourned at 9:55 p.m.

DOCUMENTS REFERRED TO DURING THE MEETING

- DRI 492M2 12/7/2017 Stop and Shop – Staff Report
- Martha's Vineyard Commission Land Use Planning Committee Notes of the Meeting of November 6, 2017
- Martha's Vineyard Commission Land Use Planning Committee Notes of the Meeting of December 4, 2017, Stop & Shop Third Post Public Hearing Review


Chairman

3.29.18
Date


Clerk-Treasurer

4-10-2018
Date