

**Edgartown Planning Board Meeting Minutes**  
**November 1, 2016 at 5:30 PM**  
**Town Hall – 1<sup>st</sup> Floor Selectmen’s Room**

*Members in Attendance: Chairman Alan Wilson, Robert Cavallo, Fred Mascolo, Michael McCourt, Robert Sparks and James Cisek, Alternate*

*Staff in Attendance: Georgiana Greenough, Assistant; Lucy Morrison, Clerk*

Chairman Alan Wilson opened the meeting at 5:30 PM.

**5:30 PM: Discussion – Form A: Carsey/Pinney, 77 & 79 North Neck Rd (31-1.1 & 31-1.2) Combine two lots and divide into three lots with a restriction on a large open field.**

*In Attendance: Doug Hoehn*

Mr. Hoehn approached the Board and distributed an aerial photograph of the properties.

He explained that 79 North Neck Road (31-1.2) is owned by William Pinney, and 31-1.1 is owned by 77 North Neck Realty Trust. He stated that the two lots were originally one parcel that was divided in 1983.

Mr. Hoehn explained that 77 North Neck Rd is a waterfront property, and that permission was granted to build a large house in the open field. The house was never built, and the permits have likely expired. The owners are now interested in selling the property. Mr. Pinney is interested in preserving the field, and would need to purchase the property in order to do so.

77 North Neck Rd is only accessible through 79 North Neck Rd. There is an existing driveway that runs through both properties (that used to be North Neck Rd), that was created prior to 1973.

Mr. Hoehn stated that the properties could be recombined, and then divided in such a way that the existing houses would be on their own lots, with the open field as a third lot in the middle. Mr. Hoehn stated that a no-build restriction would be placed on the field. All three lots would somehow be accessed off of the existing way through the properties. The Planning Board would need to determine if the road is adequate to create another lot. Mr. Hoehn commented that the road is in good shape.

Mr. Hoehn also mentioned that there are a small amount of wetlands on the properties, but that they would not affect the lot size. He stated that he was confident that the property could be divided in such a way so that each lot would have at least three acres to conform to the zoning bylaws in the district.

Mr. Hoehn stated that there was a tremendous benefit to preserve the field.

Mr. Cavallo stated that he was looking forward to a site visit.

**5:44 PM: Continuation of MV Ocean LLC (Wrigley), 24 Ocean View (29-149) SP: Construct, license and maintain a second 87' x 4' timber pier with one 60' x 7' "T" and two 32' x 4' "L"s; lateral access stairs and four tie spiles.**

*In Attendance: Sean Murphy, Richard Barbini, Ellen Kaplan, Carole Fonseca*

Mr. Wilson re-arranged the agenda, and moved the Wrigley application to the current time slot.

Mr. Murphy approached the Board. He stated that the application process began on March 1, 2016. He reviewed minutes from the hearing on May 3<sup>rd</sup>, and read the Board member's opinions from that meeting, which stated that they would have no problems with the application if there weren't already a pier located on the property.

Mr. Murphy announced that his client has authorized the removal of the first pier.

Mr. Wilson asked if the proposed pier would fall within the faired pier line. Mr. Murphy stated that it would.

Mr. Cavallo asked if the pier was moved further away from the neighboring property. Mr. Murphy stated that the plan was the same as it was when presented in May. The only difference was the removal of the first pier. The proposed pier was 63 feet from the property line.

Mr. Murphy stated that the purpose of the application was to have a functional pier on the property, and mentioned that the water was much deeper in the area surrounding the proposed pier than the existing pier. Mr. Murphy mentioned that during the approval process, the DEP shortened the width of the outer "T" by 10 feet on either side.

Ellen Kaplan, representing an abutter, Indian Head Penny, stated that the pier was still objectionable because it was not moved further away from the neighboring property. She stated that the neighbor was happy that the existing pier would be removed, but still opposed the project because the proposed pier was not moved further away from the property line. She stated the two tie-off spiles negated the impact of the shortened "T," and that they added a much greater potential for crowding.

Ms. Kaplan stated that she was aware that the inner "L" of the existing pier has been sanded in. She listed measurements that were taken at low tide in August, and that the depth of the water at the farthest end of the existing pier and the proposed pier was 7 feet and 9 feet, respectively. Ms. Kaplan stated that the two foot difference in depth would not have a significant impact on the use of the old pier, and suggested that the applicants find a way to make it work. Ms. Kaplan stated that her client was opposed to the location of the new pier, notwithstanding the removal of the old pier.

Ms. Kaplan added that the proposal for the new pier did not include steps, and would require users to walk across the beach. She stated that the proposal did not make sense, especially since the water around the proposed pier was not much deeper than the existing pier. She suggested that the applicants find ways to increase the depth around the existing pier, instead of building a new one.

Mr. Barbini stated that the pier as proposed was two and a half times further away from the neighboring property line than what was required. He stated that the Planning Board has approved many piers in Edgartown that are 25 feet from property lines. The application has been reviewed extensively by the DEP, and has already been approved by the Marine Advisory Committee and the Conservation Commission. He stated that there was no reason for the Planning Board to deny the application.

Mr. Murphy stated that the access stairs would remain where they were. The Conservation Commission has asked the applicants to use the old stairs. He also stated that there would be more distance between the piers than most piers in the harbor. Mr. Murphy added that the applicants may return to the Board for the lateral access stairs in the future.

Ms. Greenough re-read the letter from the Edgartown Shellfish Committee that was dated March 15, 2016. The Board determined that the concerns of the Committee were addressed by the removal of the existing pier.

Ms. Kaplan stated that the reason the property could support two piers was because of the length of waterfront. She stated that there was no reason why the proposed pier needed to be located where it was when the amount of land on Katama Bay was so extensive. She stated that there was no reason the pier should be in the proposed location.

Mr. Murphy stated that the engineers and the dock builders chose the location of the pier. The location was not chosen by the applicants. He added again that the DEP, the Marine Advisory Committee and the Conservation Commission have all approved the location of the pier. Mr. Barbini reminded the Board of the shoaling in and around the existing pier.

Mr. Wilson closed the public hearing at 5:59 PM.

Mr. Sparks asked Ms. Kaplan on what basis she thought the Planning Board could deny the pier. Ms. Kaplan stated that without stairs, the use of the beach area would cause trampling, and the proposed location of the pier was too close to the neighboring property. Ms. Kaplan stated that large boats would be docked on the pier, and tied onto the spiles, which would cause crowding around the piers. Mr. Sparks stated that there was more than 25 feet between the piers. Ms. Kaplan agreed that there was, and stated that the Harbor Plan states that 50 feet is preferred. Ms. Kaplan stated that the spiles push the distance close to 50 feet, if not at 50 feet.

Mr. Mascolo stated that professional engineers chose the proposed spot because they determined it was the best location. He stated that the proposed pier was further from the sand bar and shoal areas. He also stated that there was more than twice the required space to the neighboring property.

Mr. Mascolo moved to approve the pier as presented with all of the standard pier conditions, including the Brewer Amendment and the Wilson Amendment, for reasons stated above, contingent upon the removal of the existing pier. He added that the ridge caps on the pier need to be black. Mr. Cavallo seconded, and the motion passed unanimously, 5-0.

**5:50 PM: Stop & Shop (WJG Realty Company, LLC) 235-257 Upper Main St (20A-57.1, et al.) SP: B-II Business District. Construct a 15,145 square foot addition to a pre-existing 25,289 square foot grocery store. Increase parking from 122 to 195 spaces.**

*In Attendance: Lisa Davis, Greg O'Brien, David Taglianetti, Chuck Sullivan, Geoghan Coogan, Michael Donaroma, Adam Turner, Priscilla Leclerc, Peter Shemeth, Bill Chapman, Bill Madden, James and Debbie Carter, Matt and Lisa Moravek, Sara Brown*

Mr. Coogan approached the Board. He stated that the Stop & Shop team has been hard at work over the past year since the preliminary hearing.

Mr. Coogan introduced Chuck Sullivan, the local architect on the project; Dave Taglianetti, the civil engineer; Greg O'Brien, who has been working on project outreach; and Lisa Davis, the project manager. Mr. Coogan stated that the Stop & Shop team has been intent to give a presentation that has been fully vetted. He stated that he thought it was a going to be a great project for the town, and he thanked the Board for their patience awaiting the application.

Ms. Lisa Davis approached the Board. She stated that she gave an informal preliminary presentation to the Board almost one year ago. She reviewed the changes that have been made in the past year, based on the comments that were received from the Planning Board, the public, and the MVC. She stated that the size of the expansion, the parking configuration, and the landscaping have all been modified, and the team also took measures to address the concerns about energy efficiency and traffic.

Ms. Davis stated that the traffic scope will be submitted to both the Planning Board and the MVC on November 22<sup>nd</sup>. She also stated that the team held several meetings with Edgartown National Bank, and with the Board of Health agent regarding internal improvements.

Ms. Davis listed the challenges of the existing store: there is only one point of ingress and egress; there is insufficient product space; there is a lack of storage space; the areas for food preparation are not large enough, and there are not enough sinks, which raises concerns with the Board of Health; there is no connection from the market to the seasonal section; the aisles are narrow; the check-outs are inefficient; the restrooms are inconvenient and hidden; and the store is missing departments entirely. Ms. Davis then presented the new plan. The new store would be 16,000 +/- square feet larger. The entire store, both the existing and the expanded space would be totally renovated and remodeled with a new interior. Ms. Davis stated that a new loading dock would be added, and the existing loading docks would be expanded with more storage. She stated that the pharmacy would be moved inside, and that a florist would also be added. She stated that the natural foods area would be expanded, the size of the bakery would be doubled, and the seafood section would be tripled. She stated that there would be more shelving space, new bathrooms, new coolers and refrigeration systems, and wider aisles. The customer service area would also be expanded. The manager's office and employee areas would be remodeled. She stated that the whole building will look much nicer, and will be much more energy efficient. Ms. Davis stated that the expansion will make Stop & Shop the modern supermarket that Edgartown deserves.

The new store will have a total area of 43,603 square feet. The existing store is 25,000+/- square feet.

Ms. Davis stated that Mr. O'Brien has been knocking on doors and speaking to as many neighbors and businesses as possible. She stated that there has been quite a bit of support from the community. She stated that the team intends to work with the Town Boards and the community to find a project that will work best for the Town. She presented a petition that was handed out in front of the store; over 200 signatures were received in a few hours. The petition was given to the assistant for the file.

Mr. McCourt asked if the store would be closed during construction. Ms. Davis stated that the store would not close for construction, and the team would design a staging plan. Typically, the new area is built first, and then products are shifted to the new space for the old space to be renovated. Ms. Davis stated that she was confident that the store would remain open throughout the entire construction process. She stated that the construction would hopefully take place from the fall through the spring. She stated that the goal would be to have the store open before the summer season, but obviously the team cannot predict hiccups or unforeseen issues.

Mr. Wilson stated that he was concerned about the parking. The store would be expanded by 60%, but it did not appear that parking would be expanded proportionally. Ms. Davis stated that the parking is going to be much better utilized and more balanced than what exists. She stated that the entire parking area would be utilized. Mr. Wilson stated that the Board is concerned about traffic.

Mr. Cavallo asked if the triangle pharmacy would be closed after the pharmacy would open in the store. Ms. Davis said that it would.

Mr. McCourt asked about the Edgartown National Bank building. Ms. Davis stated that the building would be removed, which would allow for the second entrance on Upper Main Street to line up with Pinehurst Rd. She said that no agreements have been made with the bank yet, and mentioned that the organization recently merged with Rockland Trust.

Mr. Cavallo asked how many cashiers there would be. Ms. Davis stated that there are currently 11 cashiers. The proposal included 14 checkouts, including six self-checkouts, as has been an increasing trend in the industry.

Ms. Greenough reminded the Board that they are responsible for the exterior, parking and traffic. The Board of Health is more concerned with the interior.

Dave Taglianetti stated that VHB engineering performed the traffic study. Randy Hart, the traffic engineer, was unable to attend the meeting, but will be in attendance at the meeting on December 6<sup>th</sup> to run through the traffic and transportation study. Mr. Taglianetti stated that the study will be given to the Planning Board and the MVC on November 22<sup>nd</sup> for review prior to the presentation.

Mr. Taglianetti stated that the site is zoned in the B-II business district, and the proposal conformed to most requirements. The side and rear setbacks are 10½ feet in most places, and the sides are

significantly more than that. The site has a 25% building coverage. The number of parking spaces was increased from 140 existing spaces to almost 200.

Mr. Wilson asked if parking spaces were added for the pharmacy.

Mr. Taglianetti stated that there is no direct correlation between an increase in retail space and a necessary increase in parking. He stated that the store would not be offering any more products, just in a more convenient layout with expanded aisle widths.

Ms. Davis clarified that there would be new products available. There would be a larger natural food department, bakery and cheese display. She explained that new products do not necessarily draw new customers, and that sales area and parking spaces do not have a direct correlation.

Mr. Taglianetti stated that the proposal would add one loading dock on the south side of the building for dry goods. With the revised interior layout, frozen products and dairy items would be unloaded on the north side, using the two expanded loading docks. Mr. Taglianetti explained that the number of delivery trucks would remain the same, they would just be coming in on different sides.

Mr. Taglianetti explained that the team looked to improve access and egress. He stated that the goal was to minimize access to major roads. Currently, there are three accesses to the site, and there would only be two under the new proposal. With the removal of the bank building, the western access would be reconfigured to line up directly across from Pinehurst Rd. The team hoped that the better alignment of the street would improve the efficiency of the intersection, and vehicular circulation would also be improved. Mr. Taglianetti stated that the team also added another entrance/exit into the store itself. There is currently only one entrance, and the eastern side of the parking becomes overloaded. Mr. Taglianetti stated that two entrances would help to disperse parking and traffic, and with ample parking, the team hoped that there would be no need for any vehicles to circle the lot anymore.

Mr. Taglianetti explained that the team heard the Board's concerns about straight parking from the last presentation, and have converted the plan to an angled parking lot. There were two identified pedestrian walkways to get through the parking lot. Mr. Taglianetti explained that the proposed plan improves vehicular and pedestrian circulation.

Ms. Greenough asked if the sidewalk along the front of the store would be crowded with carts, and suggested that the carts be kept inside.

Mr. Taglianetti stated that the team planned to store the carts outside where they are now, along the side of the store, but could look into storing the carts inside. He stated that additional cart corals were provided in the proposal. He added that there is currently no ADA access into the store, and that the team has designed the new entrance to be ADA compatible in a convenient location across from the bus stop. Mr. Taglianetti explained that the site grading prevented the existing entrance from becoming ADA compliant.

Mr. Taglianetti reviewed the grading and storm water management. There is a ponding condition that occurs outside of the store. He stated that the team was working to understand its causes. He stated that there were no issues with existing storm water infiltration systems. There was good soil material and low groundwater on site. He stated that the likely conclusion for the ponding was that the collection system was not working properly, or grading issues. He stated that the team will work with the store operations to try and figure it out.

Mr. Taglianetti stated that the landscaping would essentially remain as it is, since the trees on site are mature. He stated that the site would be enhanced with more cherry trees, especially along the frontage of Upper Main Street. The interior would be decorated with landscaped islands with maples and oaks. The rear of the site would maintain the portions of stockade fence that exist, and add it to missing areas along the whole rear portion of the site. A row of evergreens would also be added. The evergreens would be six to seven feet when planted, and would grow to 15 to 20 feet. Other ornamental grasses and perennials would also be added throughout.

Mr. Taglianetti explained that the proposal included a new concrete loading dock area, and all new pavement throughout the parking lot. Storm water would be collected in closed drainage systems. He stated that there was no anticipated increase in volume of storm water from the site.

Mr. Taglianetti stated that the team felt that site lighting plan was too premature to present.

Mr. Taglianetti explained the utilities plan. He stated that there were currently no issues with water flow or pressure. There is a 12-inch water main that serves as a domestic connection and fire protection. The existing connections will be used, and the situation is similar with the sewer. There is a pump station on the south side of the site that feeds a gravity system on Pinehurst Rd to the treatment plant. The sewer pump station is in good condition. Mr. Taglianetti explained that the team may need to relocate the electric and phone lines to service the expansion. There is currently a utility easement along the existing building, which provides Cyprian Way with water, electricity and telecommunications. This utility line will be rerouted, but will remain in use.

Ms. Greenough asked if any noise suppression would be used for the neighbors. Mr. Taglianetti stated that the noise for operations and loading would remain about the same. He stated that the proposed building would be the same proximity from the residential neighborhood as the existing building. He stated that the noise should not be any more significant than what it is now. He explained that there would be no increase in the number of deliveries. Mr. Taglianetti stated that Randy Hart would be able to explain more at the next meeting.

Mr. McCourt noticed that the trucks would enter the property on the south side. He asked if the trucks would have enough room to back into the loading area. Mr. Taglianetti stated that there was enough room.

Ms. Greenough stated that there have been issues with the refrigeration noise in the past. She stated that Sylvia Thomas has made several complaints. Mr. Wilson added that there have also been complaints about the air conditioners running all the time.

Mr. Cavallo suggested that the loading docks be moved to the other side of the building. Mr. Taglianetti stated that the team will look into it.

Mr. Taglianetti stated that the team has met with the Department of Transportation, and that both parties are comfortable with the easement staying in place.

Chuck Sullivan approached the Board. He stated that he has been working with Stop & Shop team and Tom Scott on the new design. He stated that a second entrance point was added. He commented on the architectural style, and how he tried to give presence to mark the new location as an entrance. The proposal made some changes to the existing dormers, and introduced more downtown elements. He stated that the updated materials, brick and painted trim, also help to bring the downtown feel to the building. He stated that the proposed structure would blend into downtown more than the current building. He added that the new entrance would hopefully help disperse the parking.

Ms. Greenough mentioned that many people are dropped off and then picked up in front of the store. She commented that there was no convenient place to sit, and suggested that the team find space inside either of the entrances where someone could wait.

Mr. Wilson invited comments from local Town officials in the audience.

Michael Donaroma, a member of the Board of Selectmen, stated that the Selectmen have not had a chance to review the plans formally as a group, but have held discussions about the expansion. He stated that this was the biggest project the Town would see for a while. He stated that the Stop & Shop is the heart of the town. He stated that it was important that the citizens of Edgartown enjoy a new, modern building. He stated that the Board of Selectmen will be supportive of the Planning Board throughout the permitting process. He stated that there were a lot of concerns about the neighborhood, parking, and traffic, and he encouraged the Board to take its time and address the safety concerns. He also warned the Board against killing the project, like what happened in Vineyard Haven. He stated that the expansion will have a large impact on the Town, and that it was needed and wanted. He encouraged the Board to make it something everyone in town could be proud of.

Mr. Donaroma, who also sat on the Planning Board for quite some time, stated that it was important to make sure that the agreements and negotiations with the Stop & Shop team are in writing, and that the conditions on the special permit are enforceable. He stated these will be critical steps once Board members are replaced.

Mr. Donaroma expressed criticisms of the landscaping in the front parking lot. He stated that he was disappointed with it being left the way that it was. He encouraged the Stop & Shop team to develop a real landscaping plan, and make the front look special. He also stated that the parking lot needed more shade trees. He stated that he wanted to make sure it would not look like the Cranberry Highway. He also commented that the 9 foot wide parking spaces were too tight and narrow, and hoped that they would be expanded. Mr. Wilson commented that vehicles are getting larger too. Mr. Donaroma also asked about plans for snow removal.



Mr. Mascolo stated that there was one storm recently that dropped over 44 inches of snow. He stated that he would also like to see some sort of snow remediation plan. He would like to know that there was a plan in place for snow removal, should there be another big storm.

Mr. Mascolo also mentioned that there was a residential neighborhood along the rear portion of the property, and he would like to see some sort of sound-proofing material used on the fence. He stated that there were units on top of the building, which he assumed were for cooling, that could be used to direct sound up, instead of out.

Bill Chapman, Superintendent for the Water Department, was present in the audience. He stated that the one issue he noticed was that there was a water main going through the parking lot, where the proposed addition would be constructed. He stated that there is an easement in place, and that the water main must be relocated, since it is critical to the neighborhood. Mr. Chapman stated that he has reviewed the plans, but have not seen any proposals to move the water main. He stated that the main is not looped, and has dead end.

Mr. Mascolo asked if there was a way to make a loop from the dead end. Mr. Chapman stated that he was willing to look at options. A municipal main cutting through private property is not the best practice, and he stated that they may be other options to remedy the situation. He stated that he was interested in finding what would work best, specific to the community. Mr. Chapman stated that the water main needed to be addressed, and invited the Stop & Shop team to meet with him to find a solution.

Ms. Davis showed that the water main was re-routed on the plans, but that it was only a preliminary plan. The proposal showed that the water main was split in the parking lot, rerouted along the new building, and then tied into the neighborhood behind the store. She reiterated that it was only a conceptual plan, and will schedule a consultation with Mr. Chapman. Mr. Chapman stated that he was excited to work with the team.

Ms. Greenough presented the Stop & Shop team with the MVC approval from 1989, the Planning Board special permit from 1989, the minutes from the preliminary discussion from last year, and a copy of the B-II bylaws.

Mr. Cavallo asked if the B-II master plan was considered in the plan. Ms. Davis stated that it was.

Mr. Wilson welcomed comments from the general public.

James Carter, a direct abutter, was present in the audience to support the project. He stated that he fully supported the expansion, and thought that it would be a wonderful asset to the Town, but was concerned about the parking. He stated that Stop & Shop customers often park next door, in the hotel lot, and he did not think that the parking increase would be sufficient. He also stated that he did not agree with the analysis of the site. Mr. Carter stated that the site is full of clay. When the hotel was built, he had to completely excavate the site and import sand. He stated that he was not sure the Stop & Shop team was aware of how extensive the site work was, and that he would be happy to help. Mr. Carter

was also concerned about the sewer. He asked the team to look at how the additional flow would get across the street.

Mr. Cavallo asked if Mr. Carter was concerned about noise. Mr. Carter stated that there will be conditions in place to mitigate the sound pollution that seemed to be adequate. He stated that there was an agreement in place to not have the trucks running overnight, and that the large trucks be moved to the Dark Woods lot.

Bill Madden, of 15 Curtis Lane, was present in the audience. He stated that he was concerned about the noise. He stated that the applicants have implemented strategies for there to be no increase in the noise, he hoped that the bar could be raised a little higher to try to reduce the noise that currently exists. He suggested that the team research noise mitigation techniques, like noise reducing fences. He stated that if something could be done to lower the noise level, he would be more in favor of the expansion.

Matt Moravek, a residential abutter, approached the Board with an aerial photo of his property on Mayfield Lane. He stated that there was no fence along the property line that abutted the Stop & Shop, and that the noise from the refrigerated trucks and the cooling units were significant. He suggested that a fence be installed with some sort of sound-proofing material. He requested that the screening give the rear of the building a consistent Vineyard feel.

Lisa Moravek, Mr. Moravek's wife, stated that under the original special permit, there was a condition that the entire building be screened consistently. She stated that the façade in the back is not the same as the front. She requested that the facades be consistent and that there be some type of sound remediation.

Ann Floyd, an Edgartown resident, was concerned about the parking. She stated that vehicles are getting wider, and that the spaces should be widened accordingly. She stated that the proposal would add 92 new parking spaces, which she thought was excessive, and thought that they should be wider instead.

Mr. Mascolo asked if Mr. Sullivan could calculate the number of parking spaces needed based on the requirements for the B-II Business District. Mr. Taglianetti stated that the bylaw stated that one parking space was required for every 350 square feet of retail space, which would total 122 parking spaces. On the current plan there were more than that, but they measured 9 feet by 18 feet. Mr. Taglianetti stated that the team will consider making them wider.

Mr. Wilson agreed that the parking spots should be wider.

Mr. Taglianetti stated that he was taking notes of the concerns, comments and suggestions.

Don Angus, of 255 Upper Main Street, was present in the audience. He stated that he loved Stop & Shop, and thought it was a great store. He stated that, as a residential abutter, he did not support the current layout. He was concerned about a substantial increase in noise and lighting pollution. He stated

that the proposal does not meet the open space requirements. He stated that he would like to see improvements made to the plan.

Mr. Donaroma examined the north corner of the parking lot on the plans. He stated that it appeared to be paved, but that there were no parking lines. Ms. Davis explained that there was a loading dock at that location. Mr. Donaroma then suggested that the parking spaces in front be widened.

Matt Moravek stated that there were certain refrigeration units that could be plugged into the trucks, so that the trucks would not need to idle.

Mr. Wilson closed the public hearing at 7:21 PM.

Mr. Mascolo asked about the specific movements of the trucks, and how they would unload and leave the site. He asked the applicants to describe the events. Mr. Taglianetti stated that Randy Hart would be able to provide that explanation on December 6<sup>th</sup>. Mr. Mascolo asked if there would be more loading spaces, and if one would be designated for refrigerated products and another for dry goods. Ms. Davis replied yes, and explained that when a supermarket is designed, the refrigerated dock is always located closest to coolers, as it allows for minimal exposure to warm temperatures.

Mr. Wilson rescinded the closing of public hearing at 7:22 PM.

Mr. Wilson continued the public hearing to December 6<sup>th</sup> at 5:30 PM.

Adam Turner, from the MVC, stated that the process was working exactly as it is supposed to. He stated that the Planning Board should hold thorough hearings before referring the project. Mr. Turner stated that the MVC will not do anything until the application is referred through the proper channels.

Mr. Coogan stated that he has heard some great ideas and concerns, and that there are things for the Stop & Shop team to look into. He stated that he would make sure that Mr. Hart received the list of concerns to be addressed at the next meeting.

### **6:30 PM: 2016 Chappy Point Access/Marina Proposal**

*In Attendance: Bob Gilkes, Ann Floyd, Connie Berry, Sara Brown*

Mr. Gilkes approached the Board and distributed paper copies of presentation.

The presentation showed pictures of Chappaquiddick's changing landscape, and a proposal for an elevated parking area that would ensure 20-40 more years of access to Chappaquiddick.

Mr. Cavallo mentioned that there was no beach at all the last time the Planning Board conducted a site visit.

Mr. Gilkes stated that the Marine Advisory Committee approved of the elevated lot. Stuart Fuller, the Highway Superintendent, suggested that the Chappy ferry acquire a boat large enough to carry large trucks. Currently, anything heavier than 40,000 pounds cannot be transported on the ferry.

Ms. Greenough mentioned the barrier beach between road and the water. Mr. Gilkes stated that the Conservation Commission will have a lot of input.

The facility would be located 200 to 250 feet south of ferry, and 300 feet northwest of the Gardner property.

Mr. Mascolo moved to adjourn. Mr. Cavallo seconded, and the motion passed unanimously. The meeting was adjourned at 8:05 PM.

Respectfully Submitted,

Lucy Morrison

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<i>Alan O. Wilson, Chairman</i>
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<i>Robert Cavallo</i>
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<i>Fred Mascolo</i>
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<i>Michael McCourt</i>
_____
<i>Robert Sparks</i>
Edgartown Planning Board
Date signed: _____