

**Edgartown Planning Board Meeting**  
**Tuesday, May 6, 2014 at 5:30 p.m.**  
**Selectmen's Meeting Room – 1<sup>st</sup> Floor**

**Minutes**

*Members in attendance: Fred Mascolo, Chairman; Robert Cavallo; Michael McCourt; Robert Sparks; and Alan Wilson.*

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

**5:30 p.m. Flying O LLC, 33 Boldwater Rd (39-3.39) Lighting approval.**

*In attendance: Kristen Reimann, Landscape Architect for the applicant; Ms. Reimann presented the lighting plan, and distributed photos of the types of lighting to be used for each area.*

She said the lighting is necessary to safely move around the property. She understands that where possible, lighting should not be seen from the pond, and noted that the interior courtyard space is not viewable by the pond. The lights to be used are low, ground level, downward facing, and shielded lights. The ones mounted on a ramp, follow the natural grade of the land. The ground mounted fixtures washes lighting across the path.

The wall lights for lighting steps. The lights around the fire pit and sun porch are recessed. The lights going down the stairs are louvered, shielded downward lights. The post mounted lights on the fence are mounted on the interior of the fence and are not viewable from the pond. The fences are 5' high and the lights are mounted between 3 1/2 - 4' high. The pergola lights are also downward facing, mounted below waist level, on posts facing toward the house, not the pond. The pool lights located inside the pool are required by code. West elevation lights. There is no lighting around pool. The Board reviewed information sheets about the lights. No specific questions. Sparks moved to accept the lighting plan as presented. Wilson seconded. Unanimous.

**5:37 PM: Stop & Shop, 245 Upper Main St (20A-57.1, et al) SP: Display and sell garden products**

*In attendance: Matt Guilmain, assistant store manager; Harriet Hoar, resident on Clevelandtown Rd; Roy Hayes, resident on Meshacket Rd.*

Mr. Mascolo opened the hearing by reading the public notice. The display for the garden products special permit is an annual permit issued for May through December.

Mr. McCourt asked if everything is the same as last year. Mr. Guilmain said yes, there is an 8' wide sidewalk, with a 36" display to be set up on the right side of the front door as you face it. There is plenty of access for pedestrians and handicapped. There are 5 feet remaining for carts and pedestrians. Georgiana asked if the back parking lot is used by employees. Mr. Guilmain said the employee parking lot is to the right of the building where Stop & Shop installed 3 benches in the employee parking lot for smokers.

Mr. McCourt complimented Stop & Shop on the condition of the parking lot, which is much better than 3 years ago.

Harriet Hoar introduced herself as a member of the sign advisory committee and asked about the exterior signs and pricing signs in the window. She advised they need a sign permit through the building inspector's office. She said the committee meets on Friday mornings. She said

there are Sign Bylaws and Stop & Shop might want to look at it. She advised that any sign that can be seen from the outside of a business requires a permit. There are lots of violations. She is trying to curb them.

Roy Hayes commented on the parking lot saying the “walkthrough” in the center of the parking lot, is blocked by people leaving the carriages in there. He suggested that the posts at either end of the walkthrough should be removed, and relocate the carriage storage corral next to walkthrough. Mr. Guilmain disagreed. He said the posts keep carriages out of the walkway, saying the posts went up to prevent that. He agreed the carriage corral move might help. Mr. Guilmain will bring that up to the Stop & Shop maintenance people.

There were no letters from other boards or the public. Mr. Cavallo moved to approve with standard Stop & Shop conditions included in the past special permits. He added that the carriage corral be relocated next to the “Walkthrough”. Mr. McCourt seconded the motion and it was unanimously passed.

**5:46 PM: Discussion: James Athearn, Morningglory Farm, West Tisbury Rd & Meshacket Rd (28-224.1) – Reconfiguration of the farm stand parking lot including access and egress.**

*In attendance: Jim Athearn, Deborah Athearn, Simon Athearn, Priscilla LeClerc (MVC traffic), Selectmen (Arthur Smadbeck, Michael Donaroma); Tony Bettencourt, Chief of Police; Stuart Fuller, Highway Superintendent; Harriet Hoar, resident on Clevelandtown Rd; Roy Hayes, resident on Meshacket Rd.; and Olivia Hull, Vineyard Gazette.*

Chairman Mascolo introduced the project by saying the board conducted a site visit in the morning and reviewed Mr. Athearn’s plans to reconfigure Morningglory’s parking lot and move the exit to Meshacket Rd by using a 20’ section of Quenonica Rd (an ancient way). Mr. Athearn distributed a plot plan showing the separate egress and his written summary of the above-referenced project. He said he had a helpful visit by the Planning Board last summer and has been observing the traffic patterns closely, in the parking lot and on Meshacket Rd, especially on busy days. Occasionally there are summer backups, slow maneuvering, and slow exiting while looking for a break in traffic. The Planning Board recommended a separate exit. He agreed to look into it. He said many people do not use directional signals. Then there are the timid people. They drive into the parking lot which requires a 90 degree turn. People back up cautiously and block the access. He is going to recommend diagonal parking where people are more comfortable parking. For the handicapped spaces, there will be fewer problems, by giving them more backing space. He noted that the entrance has been re-graded to reduce the upward incline in exiting. He proposes a new one-way exit driveway to merge with Meshacket Rd where Quenonica Rd enters. He said there is excellent visibility in each direction. Along the proposed driveway is about 6 feet from the walking path. He proposes to screen between the walking path and driveway. He will change the parking lot to create diagonal parking. He said both farm and delivery trucks will use the same traffic pattern. The present walking path will not be affected. He noted the busiest traffic time is between 11Am – 1PM.

Mr. Mascolo asked if there was any input from the Selectmen and Stuart Fuller. Mr. Donaroma answered for the Selectmen and suggested that any letters or comments from Roy Hayes or other concerned abutters should go first.

Roy Hayes said he lived on Meshacket Rd for a long time (30 years or so). Since then the traffic has grown considerably all year round. Katama Rd vehicles cut through on Meshacket Rd to get to West Tisbury Rd. There will be another development of the Affordable Housing project on

Meshacket Rd which shall increase the traffic. He said Morningglory Farm is a very successful business in Edgartown and creates a lot of traffic. Mr. Hayes continued by asking if the farm stand is in compliance with state's regulation of percentage of sale of retail products to farm grown products. There is a 35 mph speed limit sign on the West Tisbury Rd. There is traffic coming off the hill. He suggested moving the speed limit sign to the top of the hill. You need 220' for stopping distance. It would work with that space. Then all MGF would be re-located onto West Tisbury Rd, not on Meshacket Rd. You could create your own entrance and exit on West Tisbury Rd. It would require a curb cut permit from the Planning Board. Pedestrians slow the traffic flow. Lenny Jason, Building Inspector said they can't have two entrances to the business. Mr. Hayes continued. Morningglory Farm has a 65 car parking lot, with 200 employees. It creates dangerous and congested traffic just so one family can have a good business when they have 700' along another road (West Tisbury Rd).

Mr. Sparks interjected by saying Mr. Hayes was dealing with two separate issues; speed and traffic. Mr. Hayes responded that as the farm grows, the traffic gets worse. When it first opened, the traffic was bottlenecking back then. Everyone wants to do something about it, but nothing gets done. The Martha's Vineyard Commission didn't do a traffic study. Almost every project of this magnitude has a traffic study.

Stuart Fuller said Mr. Athearn has given this project a lot of thought. It's not perfect. However, the business is an asset - it helps people stay out of downtown and the Stop & Shop. He pointed out that the proposed Quenonica Rd exit onto Meshacket Rd has good sightlines. It is a worthwhile and viable solution. He added that transferring an entrance or an exit onto West Tisbury Rd is going to transfer traffic to a road where there's a speed limit of 35 mph inbound, 45 mph outbound and the sightlines cause problems. It also crosses a busy bike path. Mr. Athearn's current plan appears to require very little construction or land clearing for the exit driveway. They would be removing only 5 major trees.

Mr. Donoroma asked Mr. Athearn if the West Tisbury Rd was an option. Mr. Athearn said he had not considered it.

Stuart Fuller said he is very concerned about the West Tisbury Rd, and the neighbors are concerned about Meshacket Rd. This proposed reconfiguration project works for Mr. Athearn and it works for the Town. He suggested two things: 1) Try it, and see what happens. 2) Hire a traffic engineer of some sort, adding that it might help Mr. Athearn make a better decision. He cannot predict how much of a change it would make.

The question of requirement of a special permit necessary? Cut the trees down and just do it. Mr. Athearn gets credit for getting input from the planning board. SF: believes dedicated in and out only.

Georgiana noted that Quenonica Rd may or may not be a special way due to the Hall litigation. We need to be advised by Town Counsel. Technically, if it does exist, it needs a special permit. Prior to litigation, the Athearns came before the Planning Board to irrigate their peach orchard which entailed digging under Quenonica Rd. Mr. Athearn said it didn't disrupt anything, he was happy with the outcome, other than a broken electric line.

Priscilla LeClerc, MVC Transportation, agrees with Stuart Fuller. She believes it is a good option and a practical one. Having the entrance and exit dedicated to one way alleviates most issues. She could look at it this summer. Whether it will help or hurt Meshacket, she has no opinion at

this time. At least you will be able to see where people are coming and going. There still is going to be traffic, but it certainly will resolve the hesitation.

Mr. McCourt agrees with Mr. Donaroma. Great way to figure out a solution. If it doesn't work go back to drawing board. We definitely do not want a bottleneck on West Tisbury Rd. This plan is definitely worth a try.

Mr. Cavallo likes the plan mainly because the sightlines from Quenomica Rd are excellent. The cars already on Meshacket Rd are going slower due to the curves and the 10 mph speed limit.

Mr. Wilson said he cannot imagine pulling out onto West Tisbury Rd, driving with the bike path and the high speed. He already witnessed one accident where the guy took out bench. He was confused by the bikes on the bike path. Chappy residents try to avoid Stop & Shop. It is a convenient, and short ride via Peases's Point Way to get to Meshacket Rd from town.

Mr. Sparks said the Board should recommend that Town Counsel respond quickly, especially about the special way. If no issue, go forward immediately before the traffic picks up.

Mr. Athearn said he would like to correct a few statements that were made: state law about farm stands is 25%. He stated that Lenny Jason has reviewed his numbers. He just learned it has been recently changed to 15%, about how much external things can be sold at the market. He said they grow more than most farm stands. He thinks that 35K pounds of tomatoes is a good year. He distributes to the Council on Aging, the Food pantry, gleaners, etc. who get about 20K pounds of food. He also said he does not have 200 employees – he has 80 employees.

Mr. Wilson added that MGF is an asset to town, and he doesn't think changing the entrance/exit and such to West Tisbury Rd will change the traffic on Meshacket Rd.

Roy Hayes said a high percentage of the traffic is going to MGF. The turnover is constant. Many people use the West Tisbury Rd to avoid downtown, the triangle, etc. as well as travel into Vineyard Haven. That intersection is being used constantly. He believes the Commission would help to analyze the traffic.

Mr. Cavallo: thinks it will help, as staging will be out of the way.

Priscilla LeClerc agrees and will help where she can.

Mr. Wilson believes it will be safer.

Stuart Fuller: When MGF rebuilt the farm stand, they moved entrance back away from the West Tisbury Rd and it did help because it moved traffic further away from the West Tisbury Rd/Meshacket Rd intersection.

Tony Bettencourt, Chief of Police wanted to make a statement: that when there is an accident on West Tisbury Rd, they are very serious.

Chairman Mascolo thanked everyone and said we'll wait to hear from Town Counsel.

### **6:30 PM Discussion: NE University Students (Prof. Dulaski)**

*In attendance: Stuart Fuller, Priscilla LeClerc.*

Georgiana reviewed the offer from NE University that is available to Edgartown for 2015. She said she wanted the Board to give their thoughts to Stuart Fuller, Highway Superintendent.

Mr. McCourt said he is concerned with downtown parking. He said we don't utilize the Upper Main St. Park & Ride enough. We need better signage to advertise "free parking". People waste 30-45 minutes trying to find parking. We also need transportation from the Upper Main St Park & Ride lot to downtown. Eventually it would be worthwhile to add an info center and welcoming place with restrooms. Parking is a big issue. People avoid Edgartown because of parking. Trucks and deliveries also add to the parking issues. Perhaps limit times for deliveries.

Stuart Fuller said make the SSA run all night! Having boats come from New Bedford is not helpful. 1 hour 45 minutes as opposed to 45 minutes. He also said you need larger signs. There are a lot of signs there and they are weathered. Replace with something more visible. Parking at the Edgartown School is a good option. The board was reminded that there are 6 parking lots downtown.

Wilson: MVC survey at Triangle, asked questions about where they were going, how frequently, etc. 1.5 miles longer, 20 minutes shorter.

Mr. Cavallo said he believes a bike path on Meshacket Rd is very important. Currently that road is dangerous to pedestrians and bike riders. With the proposed affordable housing project under development, it will be even more dangerous.

Mr. Mascolo said he believes a left turn loading lane into Stop & Shop is a necessity.

Mr. Sparks said he would like to have the triangle reviewed again with options for a roundabout. It should be reviewed in conjunction with the Stop & Shop loading lane.

Mr. Mascolo added that 70% of the traffic study questionnaires were Stop & Shop bound. There have been 3 traffic studies done. The loading lane was recommended. It was measured and would fit to turn into a second entrance, closest to town.

Other ideas discussed:

Move the Stop & Shop entrance directly across from Chase Rd (actually called Pinehurst Rd). It would cross Upper Main St which is a state road. Once the state gets involved, it is a much more protracted effort.

Add more lights around S&S. Fuller said town effort switching over to LEDs. 50% increase in light output. Sign the bike path better so they're not on the road. Bike path rules should be the same as the road they're adjacent to. By the jail, there's no real sign to say where the bike path is located.

Mr. Cavallo moved to adjourn. Mr. Wilson seconded. The meeting was adjourned at 6:59 PM.

Respectfully submitted,

Lucy Morrison, Clerk &  
Georgiana Greenough, Assistant

*Edgartown Planning Board  
Minutes – May 6, 2014*

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Fred Mascolo, Chairman

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Robert Cavallo

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Michael McCourt

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Robert Sparks

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Alan Wilson

Minutes approved: \_\_\_\_\_