



NANTUCKET TOWN ASSOCIATION

February Meeting of Members

February 26, 2019, at 4:00 pm

In the Learning Lab of the Nantucket Atheneum

DRAFT MINUTES FOR REVIEW AND APPROVAL

Present: Lucy Dillon, Mary Anne Easley, Barbara G. Cohen, Lucinda Garrison, Frances Karttunen, Colleen McLaughlin, Jane Miller, Gail Norton, Hillary Rayport, Phil Read, Lee Saperstein (by video connection), Janet Schulte, Anne Terry, Henry Terry, Barbara von der Groeben, Paula Williams

Guests: Pen Austin, Graeme Durovich, DPW Recycling Solid Waste Coordinator

I. Call to Order.

President Henry Terry called the meeting to order at 4:01 pm in the Learning Lab of the Nantucket Atheneum.

II. Approval of minutes of the Meeting of September 25, 2018.

Approval of the Minutes of the previous meeting, January 22, 2019, was moved by Colleen McLaughlin, seconded by Anne Terry, and approved unanimously.

III. Treasurer's Report.

Treasurer Anne Terry reported (attached) expenses of \$290.00, income of \$280.00, and a new balance of \$4,159.88. Approval of the report was moved by Colleen McLaughlin, seconded by Barbara von der Groeben, and approved unanimously.

IV. New Business.

The presentation by Hillary Rayport on Upper Main Street was deferred until after the guest presentation.

V. Old Business.

There was no Old Business.

VI. Guest Presentation. Graeme Durovich, DPW Recycling Solid Waste Coordinator

Graeme Durovich began her presentation with an introduction to the new system of sorting and disposing household trash into compostable, recyclable, and non-recyclable/non-compostable wastes. She handed out copies of the new one-page poster that shows where items in our trash should go (attached). She was asked where we should put paper bags and she replied that they can go into the compostable waste bin. A follow-on question had to do with using plastic trash bags to carry trash to the dump. Her reply was yes but that they are trying to improve the system so as to minimize the use of plastic bags, and they welcome compostable waste brought in paper bags. She reported that Landfill Cell IIIA has just been opened and it has an expected life of ten years and there is very limited space for additional landfill cells. Our supermarkets use paper carrier bags and compostable plastic produce bags, according to Nantucket's Biodegradable Packaging Bylaw from 1990. It is unclear, however, whether our Composter is breaking down the compostable plastic items. Graeme is working with Waste Options, who operate the Recycling Center and Landfill, to test the Composter's ability to handle compostable plastics.

Several questions then were asked on separation and storage of trash at home before bringing it to the dump. Graeme Durovich answered that clean corrugated cardboard should go down the recycle chute while food containers such as pizza boxes should go into the compostable bin. There is a separate bin for scrap metal items while metal cans (so-called "tin" cans and soda cans) go down the chute. The DPW intends to examine the potential for compostable plastics that they could recommend to restaurants and stores. This discussion led to another question on corn-based plastics and how they should be discarded. For now, she said, treat them as petroleum-based plastic. If it is a bottle, cup, jar, jug, or tub put them into the plastics chute. If it is something else, such as a bag, put it in Non-Recyclable/Non-Compostable Waste. The number inside the recycling symbol is not indicative of an item being recyclable. It is an industry code that can be misleading for consumers.

Lee Saperstein asked if the compost is being tested for its nutrient composition so as to know how it may be used as fertilizer under the Nantucket fertilizer-application regulations. She replied that the compost is being sent regularly to labs for testing but she would have to check to see if they are testing for nutrients, particularly phosphate. She went on to say the light bulbs go to non-recyclable/non-compostable. Another question was based on a news story that China no longer accepts recyclables and will this affect us. Her reply was that it has not affected us as much as other municipalities, as we are able to compost paper products and crush glass to use as aggregate and daily cover on the landfill. We still send plastic and tin/aluminum recyclables off-island to material recovery markets that buy these materials from us, though they are paying a lower rate than before. It was suggested that further distribution of this information could go through the Island's homeowners' associations. She gave her telephone number for contact: 508-228-7200 ext. 7520; she can be reached also via email at gdurovich@nantucket-ma.gov.

IV. New Business, Resumed.

Lee 3/4/19 1:31 PM

Deleted: ,

Henry Terry introduced Hillary Rayport who spoke in support of upper Main Street and its appropriate maintenance. She summarized the attached letters to Nantucket citizens and to members of its Select Board. She provided a link to a letter of support: <https://goo.gl/forms/DAGcjqAGtS3tl3Qs2>. She and her neighbors are concerned that proposed repairs to the street will alter its historic nature. She introduced Pen Austin, a noted Nantucket mason, who spoke about cobblestones and how they are best emplaced. She then introduced the idea of a project to inventory Nantucket's historic streetscape and to catalog appropriate methods to restore our cobblestone streets. She asked that the Town Association support a proposal to a foundation or other historic association for a grant that would pay for this study. Unfortunately, the time for the meeting end arrived and the proposal could not be discussed. It will be returned to a subsequent meeting agenda.

VIII. Other Business and Comments.

None.

VII. Adjournment.

The meeting was adjourned at 4:59 pm

The next Nantucket Town Association meeting will be March 26, 2019, in the Learning Lab of the Nantucket Atheneum.

*Please remember that our use of the Learning Lab ends promptly at 5 p.m. We need to leave the Atheneum at 5:00 pm so that staff can lock the building.

Lee W. Saperstein, Secretary

NANTUCKET TOWN ASSOCIATION

Treasurer's Report

Feb 26, 2019

Beginning Balance \$4,169.88

Deposits

Dues +280.00

Expenditures -290.00

Alex LaPaglia \$40

Atheneum \$250

End Balance \$4,159.88

Respectfully submitted,
Anne Terry

DRAFT

<div></div> <div>WASTE STREAMS</div> <div> #ACKLocal</div>					
RECYCLABLE WASTE				COMPOSTABLE WASTE	NON-RECYCLABLE NON-COMPOSTABLE WASTE
Shipping Boxes Cajas de embalar	Plastics Plástico	Tin/Aluminum Lata/Aluminio	Glass Vidrio	Desechos biodegradables	Desechos No biodegradables No reciclables
					
Clean corrugated cardboard.	Bottles, cups, jars, jugs and tubs.	Cans, aluminum, foil items, lids and bottle caps.	Bottles and jars.	Food scraps and mixed paper.	Non-recyclable and non-compostable waste.
Empty and flatten.	Empty, rinse and replace cap.	Empty and rinse. <i>*Metal aerosol cans should go in the metal bin.</i>	Empty and rinse. <i>*Window or drinking glass belongs in non-recyclable waste.</i>	All food waste, pizza boxes, cracker and cereal boxes, paper towels, paper bags, newspapers, magazines, tissues, coffee grounds, cooking oil/grease, pet waste. <i>*Can be delivered in a clear plastic bag. Paper bag preferred.</i>	Plastic bags, styrofoam, plastic wrappers, cleaning wipes, diapers, incandescent lights, milk cartons, chip bags, products made from a mix of materials.

Where does your Trash go?

On Nantucket, we have three main waste streams:

1. Recyclable (R) Waste,
2. Compostable (C) Waste, and
3. Non-Recyclable/Non-Compostable (NR/NC) Waste.

Recyclable (R) Waste is collected, sorted, baled, and shipped off-island to commodity markets for revenue. This includes Shipping Boxes, Plastics, and Tin/Aluminum. Glass is crushed and mixed with soil aggregate and then reused onsite for landfill roadway maintenance. The recycling streams are the same as they were previously. The Glass collection container, however, is now located by the other recycling streams at the Recycling Drop-Off Center.

Compostable (C) Waste is collected and sent through our large industrial composter. This process turns your food scraps and other compostable waste into nutrient rich soil. Any non-compostable materials that contaminate this stream are screened off, baled, and landfilled on-island. As an island, Nantucket has a finite amount of land, and therefore very limited landfill space. The newly constructed lined landfill cell (3A) became operational in January 2019 and has a forecasted life-expectancy of approximately 10 years based on the island's current waste production and contaminated compostable stream rates. *Effectively if our compostable stream were 100% clean and free of non-compostable waste, NOTHING would be landfilled on Nantucket.*

Nantucket's Public Works and Health Departments and our partners at Waste Options Nantucket (WON), as well as our island's Waste Haulers, are working together to continually assess and improve our solid waste and recycling operations to divert non-compostable waste from our industrial composter with the goal of zero waste to our landfill. Construction of new lined landfill space is extremely expensive on Nantucket so developing programs to reduce, reuse, recycle, and divert non-compostable waste off-island is cost-effective.

The remaining items in your waste stream that are neither recyclable nor compostable are deposited as **Non-Recyclable/Non-Compostable (NR/NC) Waste** (formerly known as Bulky Waste). This includes plastic bags, shrink wrap, and other film plastics; Styrofoam; protein bar and candy wrappers; chip bags; straws and plastic cutlery; cleaning wipes; and all items made from a mix of materials including milk cartons, diapers, and Keurig cups.

Thank you for helping our island and helping our planet.

Still have questions? Contact DPW at (508) 228-7244 or email DPW@nantucket-ma.gov

From: Hillary Hedges Rayport
Sent: Monday, February 4, 2019 12:32 PM
To: Hillary Rayport
Subject: Preserving Nantucket's Historic Streetscape

Dear Nantucket Citizens:

You are receiving this email because you live on or near the cobbles of Main Street, or are someone I know who has an interest in preserving beautiful, historic Nantucket.

The Department of Public Works has asked for feedback regarding the ongoing repair and reconstruction of historic Main Street and other historic streets downtown. My neighbors and I have been fairly vocal, but many ideas we don't support continue to be entertained. Last fall, 18th century curbs along the Pacific Club and the Club Car were removed and the sidewalk was materially widened, without approval of the HDC.

Neighbors on our block have composed this three page memo to the Select Board, and we are hoping you will read it, endorse it, and share it with others who might have important opinions about this work.

Ultimately, we want the Select Board to ensure changes to the historic streetscape are approved by the HDC. And, we want historic materials and the proportions and plans of the original streetscape to endure, even as walks and streets are repaired and accessibility is addressed. Finally, we do not want asphalt and concrete used on historic Main Street - the current working plan is that the street should be paved under the cobbles.

Our reasons for all of this and more are set out in the letter, which I've attached. Please use and share this [link](#) to endorse our message. Or, cut and paste this URL into your browser <https://goo.gl/forms/XkQv2gDOQ8Y7CqC2>

Any comments you leave in the online form will be shared with the Select Board.

If you are so inclined, you can also email the chair of the Select Board directly: jmbridges@nantucket-ma.gov

Thank you.

Best Regards,

Hillary

February, 2019

Memo to: The Select Board
From: Residents of Upper Main Street

This memo expresses the views of a number homeowners along Upper Main Street, regarding the Department of Public Work's plan for reconstructing historic Main Street. We are people of all ages and varying levels of personal mobility, who for decades have walked along the sidewalks of Main Street. We believe the Department of Public Work's current plan to reconstruct Main Street will, unless modified, be harmful to the character and history of the street and neighborhood.

Accessibility AND Restoration are Priorities

We support and welcome the Select Board's focus on repairing sidewalks and improving accessibility in town. Repair is long overdue. Nantucket must improve its accessibility for all residents and visitors, and it also has a moral and legal responsibility to restore and protect its *historic* streetscape.

The Problem With Work Completed on Main Street and The Waterfront To Date

Upper Main Street is one of the most beautiful, architecturally significant, and well-preserved historic neighborhoods in America. It is a Massachusetts Historic District and a registered National Historic Landmark. On Lower Main Street (the Square and the Waterfront) the DPW has redesigned and reconstructed sidewalks in ways that are historically insensitive. Most alarmingly, irreplaceable 19th century curbstone was removed from alongside the Pacific Club and the walk was dramatically widened. We learned on January 10th that some of the curbs were broken when they were removed and that they were "harvested" for use at more important sites. It wasn't clear who made this decision or why Nantucket's only pre-Revolutionary War brick building and gateway to Main Street Square is not as important as other sites. The sidewalk plan was not approved by the Historic District Commission; indeed, their commentary was only informally requested and ultimately disregarded. Many in the broader preservation community did not have adequate time to comment and were shocked by the speed of the changes, and the outcome.

The Importance of HDC Review and Adequate Professional Staffing

Nantucket's Historic District legislation protects all historic structures, including streets and walks. See the legal opinion about this [here](https://tinyurl.com/y78m94uh)¹. The DPW and Select Board's own 2009 [report](https://tinyurl.com/yck9j9v)² from the Streets and Sidewalks Advisory Committee stipulates HDC review prior to construction.

This requirement is currently being ignored. This sets a dangerous precedent and weakens our historic preservation laws. Revisions to materials, widths, and depths of the walks and curbs, as well as the method for constructing the streets and walks should all be considered in this review.

¹ <https://tinyurl.com/y78m94uh>

² <https://tinyurl.com/yck9j9v>

The DPW is undertaking a *reconstruction* of the sidewalks and streets, when in fact they should be undertaking a *restoration*. While the DPW has retained a consulting transportation engineer from Stantec, There are no architectural historians, landscape architects, or urban planners with a focus on historic communities working on the sidewalk accessibility plan. **This represents a skill gap and an oversight.**

Specific Considerations for Restoration

In order to preserve this historic, beautiful, irreplaceable streetscape, we humbly request the Select Board direct the Department of Public Works to follow these key principles:

- All existing structurally sound historic paving materials (stones, bricks, and curbs) should continue to function in their current locations and forms.
- Historic paving material should be protected from breaking.
- Existing conditions should be documented prior to commencing work.
- Missing or broken materials should be filled from the island cache of period materials. If there is not enough spare material, extra material should be purchased from dealers of historic brick and stone.
- Truncated dome “lego” bricks should not be used.
- Bi-level walkways are not historic and should not be used.
- Pavers should be set in sand. Concrete and mortar are not historic here.
- Traditional curb reveals are 4-6 inches. Flush curbs are not historic.
- Curbs should not be painted. Permanent spray paint should not be used on the street to mark utilities (as was recently done at Winter Street).
- We do not oppose the addition of new accessible brick crosswalks at Pine Street and Pleasant Street. They should be of a width currently used on the street, and ideally should be flanked with granite flagstone as is the custom elsewhere on Main Street.
- Existing granite slab crosswalks should be left in place as artifacts. “No parking in crosswalk” signs may be removed from crosswalks without curb cuts, creating more parking.
- A certified arborist should be consulted to protect the trees during and after work.
- Asphalt and concrete should not be introduced (see below).

Traditional Sand vs. Asphalt Roadbed

The DPW is proposing to pave the street with asphalt and set the cobblestones on top in stone dust.

We strongly oppose this approach. We know from the [historic record](#)³ and from living memory of residents that cobblestone Main Street remained in excellent repair for decades *when it was properly constructed and maintained*. Reporting in the Inquirer & Mirror shows that for 40 years, from 1931 to the mid 1970s, Nantucket’s superintendents of streets considered its cobblestone streets “[practically maintenance free](#)”⁴. Problems only arose when the road was dug up and then poorly repaired. In recent memory, the downward spiral began in 1993, when the power and telephone lines were put underground.

³ <https://tinyurl.com/ycor8pkd>

⁴ “Yankees Conquered Cobblestones”, Inquirer & Mirror Digital Archive, September 28, 1967

We know from Nantucket's own archival records that a well-constructed and maintained cobblestone road is a properly graded compact surface with a 3-4 inch coarse sand bed, close spacing of the stones, and burying and compacting the stones vertically and deeply enough in the sand. Stone dust inhibits vegetation, but reduces the permeability and flexibility of the road.

The benefits of maintaining a sand roadbed include:

- Storm water management
- Tree health -- the root system of a tree is as wide as its canopy
- Flexibility and shock absorption
- Easy access to utilities underneath the roadbed
- Historically appropriate
- Opportunity to rebuild the skill base on Nantucket of maintaining a cobblestone road (per 1931 – 1972).

The DPW is planning to test patches of an asphalt/cobblestone road. While this test may satisfy questions of aesthetics, it will not test meaningful outcomes such as: the effect on trees over time, the longer term effect of freeze/thaw cycles and traffic over the life of the road, or the practical impact of servicing utilities and patching holes through a layer of asphalt. We have 150 years of practical experience with this road, archived and reported on for anyone to review. Additionally, we can look to other historic cities. There are miles of 19th century brick streets in the Minneapolis Warehouse District. Their broadly supported and highly regarded plan, [The Heritage Street Plan](#)⁵ reports:

The historic clay pavers found within the Warehouse District are best laid with a flexible system which utilizes a crushed aggregate base with sand. This system is the most simple to construct, maintain, and cost effective over time. The sand layer (typically 1" max. sand layer) permits proper drainage and can adjust to keep moisture away from bricks. [source: Bonestroo / Stantec Inc.]

It is possible to analyze the load capacity of our current road. If calculations show a traditionally constructed and maintained cobblestone Main Street is unable support today's heavy truck traffic, **then Nantucket should ban heavy loads from Main Street**. This is allowed under state law and employed in historic communities elsewhere in the Commonwealth.

Conclusion: Where to Go From Here

Why is this project proceeding without HDC approval? Why are preservationists and property owners finding their feedback is heard but not heeded? We call on the Select Board to correct this.

We are fortunate to be in a community that values its history and has appropriated significant funds for repair of our historic streets. We have generous donors and a Community Fund. If we on Nantucket cannot protect and preserve our historic streetscape, preservation is in peril nationwide.

In summary, we humbly request a restoration of our important, historic Main Street in which:

- We as a community agree this is a restoration, not a reconstruction
- Accessibility AND preservation are co-priorities

⁵ http://www.ci.minneapolis.mn.us/cped/projects/cped_heritage_street_plan

- The preservation principles set forth in this document are followed
- The DPW seeks a certificate of appropriateness from the HDC for this project.
- The project incorporates the expertise of architectural historians, landscape architects, and arborists – either advising the HDC or DPW.

This project is important. If it's going to be done, we call on you to bring the right resources and the right approach to our community.

DRAFT