

**Meeting summary September 28, 2022**  
**Master Plan Steering Committee**  
**Economic Development Stakeholder Meeting**  
**Tisbury Senior Center**

**Steering Committee Participants:**

Sean Roach  
Melinda Loberg  
Alec Sargent  
Susannah Bristol

**Economic Development Stakeholder Participants:**

Len Morris  
Jason Peringer  
Greg Orcutt  
Niki Morgan  
Nancy Gilfoy  
Althea Freeman-Miller  
Lauren Morgan  
Rachel Buumrim  
Maggie Mae  
Joe Gervais  
Phil Wallis  
Zack Clark  
Brook Katzen

Sean began the meeting with an overview of the Master Plan process, the timetable, and goals. As an ice breaker, we went around the table introduced ourselves and shared what drew us to Tisbury.

**“What works” themes that emerged include:**

Gateway to the island – coming home  
Sense of history - link to water, schooners, museum, ease of access  
Harbor access points, multiple docking – easy access to boaters  
Authenticity – working waterfront  
year-round town, small town feel  
The essentials are in the town, safe downtown  
good for kids, great childhood place  
always something happening, welcoming to the arts  
Many kinds of neighborhoods  
Bus transportation, park n ride, convenience to Ferry  
State Road parking an asset, accessible to shopping

First Fridays

Town Clerk helpful

Town has potential, but needs welcome center, VH Business association a positive

**The next phase of the session centered on what was not working. The list below is in no particular order, rather as the ideas surfaced:**

VH needs a Welcome Center – Prouty House: a candidate to move to suitable location

VH Business Assoc needs staff to support

Role of SSA – not supportive of island business, too expensive to advertise

Not customer oriented

Bring metered parking to area around Steamship

Insensitive to needs of VH

Main Street- empty buildings

Beach Road – Flood plain and flood risk

State Road – needs sewer

Town Hall – a mess

Boch Park – how to incorporate into town, underutilized

Waterfront - has accessibility issues

Town should oversee successfully:

-snow removal

-general maintenance

-signage for effective circulation – how to return to town from Main Street

-derelict buildings – Halls, Capawok, Bowl and Board

- Hold landlords accountable

-impose a vacant building tax

-aesthetic cohesion

-animal control officer

- overall signage is inferior

Conduct traffic studies:

Congestion in several areas: 5 Corners, Look Street, Steamship

Improve parking

Town had to return state funding because they did not follow through on project

Bury utility wires/remove poles on Main Street

Lack of gas station in B-2 district

Transportation needs connector from” dump to Edgartown/VH Road”

Infrastructure in general is decrepit or lacking

Governing bodies inept at acquiring federal or state funding (e.g. Infrastructure 2.0 could fund connector road)

No cohesive governance

Identity problem – “Who are we?” Art Haven? A pedestrian town?

Difficult for folks to stay in VH – no message to retain visitors in VH

Employee housing inadequate

**In summary:**

The group was highly engaged, eager to explore solutions for areas that are not working g. Frustrated by Tisbury's "talk, talk talk with no action" resonated among the group. There was unanimous agreement concerning Tisbury's the overall look in the summary section. participants wanted the town to look nicer and be more inviting. They were frustrated with the town's lack of emphasis on keeping itself looking clean and getting rid of dilapidated buildings.

As we neared the end of the session, some final thoughts emerged:

There is opportunity in Tisbury  
Is the town Tisbury or Vineyard Haven?  
Branding is needed – in alignment with our values  
Private leadership could galvanize action  
The town is desperate for volunteers  
Frustration by the inaction of town  
Stop 'n Shop rebuild and Parking lot is a huge opportunity -don't waste it  
Strong emphasis on the detriment of congested traffic and housing shortage for labor

A number of stakeholders expressed interest in remaining involved in the process. We mentioned that this was the beginning of the Master Plan process and that there would be ample opportunity to remain engaged. The sub-committee expressed appreciation to Dan for help with maps, handouts and navigating the Senior Center.

Submitted by,

Susannah Bristol

**Meeting Summary - November 7, 2022**  
**Master Plan Steering Committee**  
**Transportation Stakeholder Meeting**  
**Zoom Meeting**

**Attending:** John Cahill (SSA Port Council Rep), James Malkin (Steamship Authority Governor), Richie Smith (MV Schools Superintendent), Angie Gompert (VTA Administrator), Ernest Thomas (Uber driver and MVC Commissioner), Joyce Stiles Tucker (Tisbury Senior Center Director), Christopher Habekost (Tisbury Police Chief), Nancy Weaver (avid cyclist and MVLB Commissioner), Greg Politz (BPAC rep & owner of Brickyard Bicycles), Rachel Baumrin (WT Complete Streets C'tee member and Vineyard Haven business owner), Linda Figueiredo (Stop & Shop Real Estate Development Manager), Geoghan Coogan (Stop & Shop attorney)

**Steering Committee:** Sean Roach, Lyndsay Famariss, Cheryl Doble, Dan Doyle (Admin)

**Consultant Team:** Jill Slankas, Carly Venditti, (Barrett Planning Group), Anna Sangree (BETA), Jeff Maxtutis (BETA)

**Introduction:** Sean Roach welcomed the participants and thanked the VTA for providing vans that enabled the steering committee to provide town tours for the consulting team. He was followed by Dan Doyle who recognized the recent passing of Richard Dewitt, former Chair of the MV Bicycle Pedestrian Advisory C'tee and committed bicycle advocate who has worked with groups across the island to improve bike access and safety.

Sean provided an introduction discussing the master plan and its value as a guiding document that will include a community vision, a policy, and an implementation plan that will guide priority actions and decision making over the next 10 – 15 years. Sean explained that we would start the transportation discussion looking first at the area around the SSA Ferry Terminal, Water Street, Beach Road, and Main Street. After that discussion he would move to other areas of the town. He encouraged people to consider what is working, then identifying issues and finally to think big about opportunities to address these issues and anticipated future changes.

**1. Steamship Terminal, Water Street, Main St. 5 corners, and Beach Rd**

**a. What is working**

- The police do a good job of monitoring traffic as the ferries unload. Their presence is positive, and they provide a valuable service.
- Water Street is a challenging area that is spatially constrained with a high level of traffic but those guiding traffic and providing public transportation are making it work.
- Bus service is working well; it reduces the number of cars that would otherwise be in the area dropping off and picking up people.
- The sidewalk and curb improvements on Beach Road.

**b. Issues**

- The Five Corners and Beach Road intersection is very difficult. The intersection is tight, and it limits what can happen there.

- Five corners is confusing to drivers coming off the ferry and navigating this intersection for the first time.
  - We have a capacity issue that effects everyone who is trying to provide public service.
  - Taxi Licensing – taxi regulations need to change. Four towns need to work together.
  - Taxies sit idle in the ferry terminal area just taking up space.
  - Due to limited space at 5 corners large trucks require multiple lanes to turn.
  - VTA has noticed that travel patterns have changed. Busses leave with a 30-minute separation but arrive at next terminal with only a 5 minute separation.
  - On road biking is dangerous due to the condition of roads and volume of traffic.
  - There is a push for the ferries to go electric. We will need considerable room for battery storage near the terminal (the size of two container trucks).
- c. Ideas and opportunities**
- VTA would love a bus only lane, but it is not feasible.
  - VTA would like to look at different route options to develop a more efficient network. In the past they used Skiff Ave for the #1 bus. The route was discontinued (problem going through residential neighborhood?)
  - There was an idea that smaller VTA vehicles might have less impacts going through residential neighborhoods.
  - Encourage more multi modal travel and provide infrastructure to make multi-modal a safe reality.
  - Provide an incentive for people to come with bikes. Test eliminating the ferry bike fee.
  - Develop a coordinated regional transportation network with coordinated taxi licenses. Change taxi Regulations – make taxi transport more efficient
  - Look for options that support seniors. Uber and lift might be a better option for them; GoGo Grandparent is a concierge service that assists older adults in leveraging the Uber and Lyft options by providing a live voice to prompt the older adult where they should be, along with booking the ride with select drivers
- d. Comments and considerations**
- How much growth do we want? Do we want to make it easier for more people to get here or do we want to strike a balance?
  - Alternative traffic strategies at 5 corners were discussed and challenges identified.
    - a turning lane would further limit large trucks and would need an officer to manage.
    - A roundabout would require more space and there may not be enough length on Water Street to accommodate traffic coming off the roundabout.
    - Flow speed is important to consider at a confusing intersection. You want vehicles to enter and pass through these intersections at slow speeds.
  - Consultant (BETA) noted that they have better tools (simulation models) to evaluate nonconventional traffic situations than in the past.

## 2. General town traffic

- a. What's working what are strengths**
- Compact community potentially very walkable

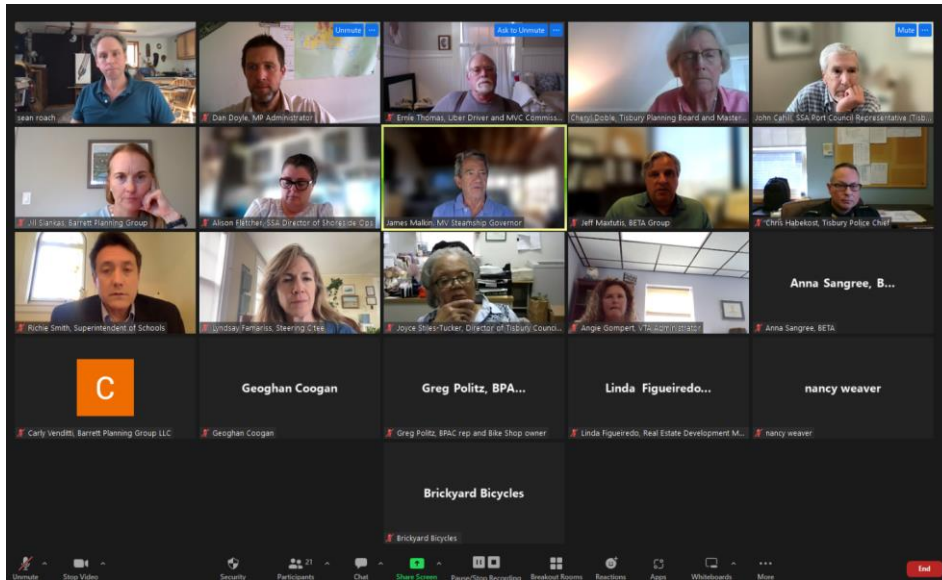
- The Park and ride bus provides free service between the upper State Road business district and the Main Street ferry terminal.
- There are new and anticipated programs to provide transportation for seniors.

**b. Issues**

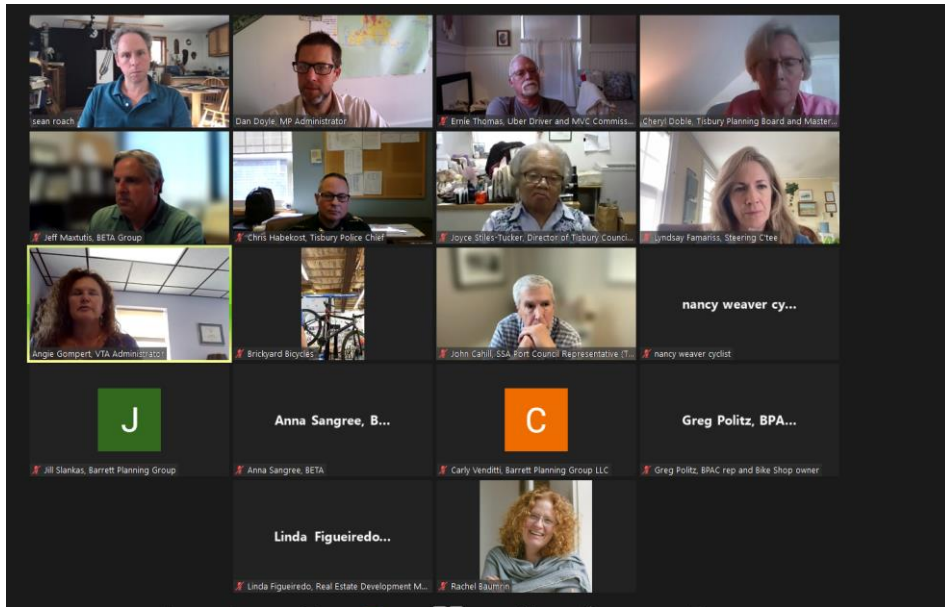
- Sidewalk network is not complete and not all sidewalks are in good condition or ADA accessible.
- Congestion at the State Rd, Edgartown Vineyard Haven Rd (EVH) and Look Street is congested year-round and represents a problem.
- Transportation for Seniors is challenging but -
  - Access to public transportation is not always easy.
  - The condition of sidewalks in some locations makes walking difficult.
- Bike and pedestrian infrastructure is inadequate.
- There are no bike routes to take people up island.

**e. Ideas and opportunities**

- Improvements at the EVH intersection
  - 4 way stop
  - Single direction for Look Street. Note: Needs study, could present a problem for traffic from the west side of town.
- The Connector Road could be a benefit. You would need to consider impacts at connecting points on EVH and State Road to address potential impacts.
- Put in bike/pedestrian path in Connector Road Corridor as a first step to help people appreciate the connection and the ease the route would represent.
- Develop designated drop off areas for seniors with clear transition areas, walkways, and accessible benches
- The Park and ride bus is a great asset; It would be good to look at the route it takes through the town and how changes could benefit residents use of this free public transportation.
- Bike safety could be improved on State Road by widening the road and adding bike lanes.
- Could the Eversource Power Line serve as a bike route?



Attendees (beginning of meeting)



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Attendees (end of meeting)

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## **Summary of Interview with Dave Diriwachter, owner of Auto Europa October 12, 2022**

Dave was unable to join the October 12 Economic Development meeting, and shared thoughts about the Town. He has offered to provide more insight but cannot commit to the weekend vision planning for the MP.

By way of background Dave has been a business owner for 27 years of a specialized auto repair business called Auto Europa. He leases his space on State Road and owns several commercial properties in Oak Bluffs. He worked on the Oak Bluffs Master Plan which he describes as having a “good outcome.”

Dave’s description of Tisbury is that “nobody has been at the wheel for ten years.”

There is not enough commercial zoning. If affordable housing is developed, more services need to be available and good jobs. At the present, businesses and services are at capacity – the vet, the dentist the auto repair businesses cannot take on more clients. Tisbury is a growing community but there are no services and people can’t go off island for these necessities.

The Town needs to clean up the mess that is State Road. State Road needs to remain industrial, light industrial, and the Town should foster that category. Creating a connector road is important, lots of town land exists behind the commercial lots. There is no place for expanding businesses and the everyday services that a community needs to have easily available.

Dave commented that some of the downtown work has been fantastic – retail focus, beautification, etc., yet the Town needs to focus on the big picture –infrastructure, making transportation work.

Our committee will follow up with him after the weekend.

Zoom – 11/17 2022

In Attendance:

Rocy Turner, Vineyard Healthcare Access, SHINE Counsellor and Mass Health and Health Connector Navigator.

Sandie Corr-Dolby, Registered nurse, Horizons Geriatrics, Geriatrics and Hospice

Lori Perry, Island Health Care Public Health Nurse, Registered Nurse

Sadie Dix, Island Grown Initiative, Special Projects Manager

Joyce Styles-Tucker, Tisbury council on Aging, Director

Kelly McCarron, Health Imperatives, Harm Reduction Specialist and Health Navigator in substance use disorder primarily

Amy Houghton, MV Hospital, Community Outreach

Betsy Edge, Health Imperatives, Program Director

Merrick Carreiro, Island Grown Initiative, Director of Food Equity

Sharon Brown, Island food Pantry, Operations Director

Steering C'tee: Elissa Turnbull, Rick Homans, Lyndsay Famariss (Chair)

### Notes

Multiple stories about shortages of workers...

- also need multi-lingual workers

Also, shortage of infrastructure, spaces to work...

Virtual/remote (AI, equipment, technology, etc..) is way of future — can be very helpful in an environment like our's

Need much better data — need to invest collectively in this

- Need to know how many people on MV, and how many need what services

- can't rely on the census

- need accurate data to understand problems, develop strategies and track progress

- would also help with grant writing

- "make sure we're helping in the way we think we're helping"

(WONDER IF HOSPITAL HEALTH COMMUNITY SURVEY MIGHT REVEAL SOME OF THIS?)

Food equity...

Big impact on people with fixed incomes

Having free/affordable food available at multiple places can help, and relieve financial pressure

Need to focus on education people about diet, nutrition

Public, multi-lingual communication and educational is critical

- discussion about people not getting the COVID booster because they don't know why, or where

Different cultures have different customs and good to understand this

- Portuguese people don't like to (won't) pre-register, so don't expect that
- They like to just show up and get it done
- Immigrants turned off by having to give information
- The fewer the obstacles the better
- for hospital, learning how we provide healthcare here is different from how it's provided in Brazil, for example
- comments about rising numbers of West Indians, who are staying and calling MV home

Crisis with Caregivers for elderly, especially as population ages

We have great programs for elders, but they are stretched thin

Long waiting list to get to people

Impact: when family members have to stay home to care for elder, that person may have to give up job, income etc...

Alcohol continues to be major problem — why people lose jobs, end up at food pantry, homeless, etc...

Something that works — HUB Table (groups meeting regularly, exchanging information)

- Needs to be expanded to be intake model so that if someone comes in and needs food, they are connected right then to all the other services they need (transportation, childcare, etc.)

Hospital is looking at the Social Determinants of health, but getting data from patients is not very reliable

- when patient comes in, training staff to talk through these topics to capture better information and data

Community Ambassador program is something that works well — but need more \$\$ to support  
Hospital doesn't have enough staff — over 50% commute to island

- need more sustainable living experience

No medical detox facility on the island

- Kelly talked about program with MOU between agencies to get people to mainland programs?

Need Urgent Care facility on island — Vineyard Medical is tapped out...

People have to go to Falmouth

Won't go to ER

Hospital once had a plan for Urgent Care, but chose to invest in primary care instead

Need both!

Overall healthcare quality on MV

- rolling the dice, especially with specialists such as: cardiologists, oncologists, rheumatologists, neurologists, etc...
- In some cases, no specialists available and could be life/death issue
- housing plays big roles with this, no place to live
- dental care is abysmal — drastically short-staffed, not accepting new patients, if dental care

suffers, general health follows

- Vineyard Smiles is amazing, but small numbers (like 12 people serviced)

**Meeting Summary: November 9, 2022**  
**Master Plan Steering Committee**  
**Open Space Stakeholder Meeting**  
**The Cedars**

**Steering Committee Participants:**

Cheryl Doble  
Susannah Bristol  
Melinda Loberg

**Open Space Stakeholder Participants:**

Nelson Sigelman  
Gerry Hokanson  
Paul Munafu  
Henry Stephenson  
Holly Stephenson  
Adam Moore  
Jean Lewellyn  
Kristen Geagan  
Susan Crampton  
Samantha Look  
Lilian Robinson  
Nancy Weaver  
Carolyn Wallis  
Phil Wallis  
Danielle Eward  
Lynne Fraker

Cheryl started the meeting with an overview of the Master Plan process, a history of the Vision plan, a timetable, and goals. We went around the table, introduced ourselves and shared our connections to open spaces in Tisbury.

**Themes describing the “strengths” of Open Space include:**

Collaboration with nonprofit conservation groups  
Tisbury’s (define?) commitment to open space  
Open spaces exist in close proximity to town  
Diversity of open space – many collaborators  
Open water resources are a parallel resource  
Trails MV app  
Open space corridor is concentrated in the southern part of Tisbury

Sheriff's Meadow Foundation, Land Bank, VCS cited as significant open space holdings that enhance the town  
Tisbury owns a large amount of land

**The next phase of the session centered on weaknesses associated with Open Spaces. This summary focuses primarily on the larger properties. (We divided the inventory of spaces, and Cheryl will address the other smaller, in town spaces).**

Improve connectivity among open spaces  
Educate the public and residents about available spaces  
Identify open spaces  
Town signage is unclear or dilapidated on town property  
Access and awareness of historic trails, ancient ways, and Indigenous Peoples' ways is limited  
Site views are lacking ( e.g. from Wind's Up to boat landing is a significant opportunity)  
Town has not improved open views for public benefit  
Sea level rising, flood plains compromise open space  
West Chop Meadow compromised by landscape trucks for private citizen  
Hines Point erosion  
Lack of connectivity between Steamship arrival and conservation land  
Are habitat and wildlife at risk from over usage of trails and open space? How to share?  
Woodlands in bad shape: lack restoration, invasive species overtaking native, low quality of wood lands  
Town does not prioritize open space  
Zoning does not protect open space  
Eversource – friend or foe?  
Article 97 land – vulnerable  
Town owned land not designated for open space

As with other stakeholder sessions, **suggestions** were abundant and focused on these areas:

Improve education about the open space that exists  
Collaborate more with conservation groups about maintaining land, acquiring land  
Create a Parks Department  
Improve Lake Street area  
Utilize some town land for open space?  
Could some private property be used?  
Expand Boch Park – opportunity with Beach Road extension, and more  
Improve connectivity and expand trails  
Veterans Park an opportunity  
Engage private businesses to care for adjoining land ( e.g. Safe Harbor could clean up nips and remove/cut phragmites)

**In summary:**

The group expressed great interest in ensuring greater stewardship of these spaces in Tisbury. The nonprofits have succeeded in setting standards of conservation and goals to continue to conserve. To generalize, there seemed consensus that the town should increase its role in effective stewardship of its properties.

Stakeholders cited a lack of accountability for routine maintenance such as removing sand from bike paths, trash, nips, etc. It was unclear where responsibilities lie – State, town, other?

Some stakeholders expressed interest in remaining involved in the process. Cheryl mentioned that this was the beginning of the Master Plan process, the time line would extend toward the end of 2023 and ample opportunity remains to remain engaged before the plan is completed.

We thanked the participants for giving their time to this project.

Submitted by,

Susannah Bristol

Site: FUEL – 112 Main St in Vineyard Haven

Date: Dec. 22, 2022

### Attendance

Dan Martino, oyster rancher

Colleen Wilson, Asst. Harbormaster

Danielle Ewart, Shellfish Constable

Nina Ferry Montnile, MV Shellfish Group

Emma Green Beach, MV Shellfish Group

John Crocker, Harbormaster

“Tubby” Medeiros, fisherman, MV Fishermen’s Preservation Trust

Shelley Edmundson, E.D. MV Fishermen’s Preservation Trust

Meg Higgins, MV Fishermen’s Preservation Trust

John Osmer, fisherman, MV Fishermen’s Preservation Trust

Elissa Turnbull, Master Plan Steering C’tee member

Dan Doyle, Master Plan admin

### Notes

There are reportedly five full time fishermen in town and four shellfishermen.

### Storage

An area for fisherfolk to keep their gear (traps, equipment, etc) is a priority for this group. A 50’x70-100’ space would be adequate, separated by fencing. 10 plots that size could be adjacent to each other with an access road down the middle and that would only amount to roughly an acre, if there ~10 plots. A relatively flat area is needed. Precedent exists in Edgartown and Chilmark, where the users need to carry their own insurance for storage.

Given instability of Housing, fisherfolk can be fairly transient, so it may not make sense to institute a town residency requirement, though priority OR a discounted rate might be a good idea.



With some limited regrading, back near the septic lagoon off of Holmes Hole Rd could be a good spot, or somewhere along the power lines as long residences are not too close. Smells/odors and large vehicular access can become contentious abutter issues.

Large boat storage (30-40') is also an issue, though storage lots would not likely resolve this issue.

### Other infrastructure

Infrastructure dedicated to commercial anglers would be incredibly helpful; launch near the drawbridge is in very high demand during the summer by recreational fishermen. The Desorcy property is being closely looked at for purchase by Vineyard Community Lands and they have indicated they might promote the fishing industry by allowing access to fisherman. The lot, though small, has been previously permitted for a pier/dock. A renewal/reapplication might be needed and the standards are more restrictive now than they were 20 years ago when the permit was issued.

However, the Desorcy site is fairly exposed to Nor'easters. A dock would cost an estimated ~\$3 million to construct, and would need to accommodate fishing boats up to 40'.

Biodiversity Works, a local non profit, has launched a Natural Neighbors program which includes environmentally friendly landscaping practices. Policy needs to be coupled with enforcement to help scale up such lower impact practices.

### Tashmoo

As of now, only 4 moorings within Tashmoo are dedicated to commercial fisherman. An additional 286 moorings are for recreational boating and there is no town residency requirement. There is concern this tilts far too heavy toward recreational use of the lake at the expense of commercial interests and water quality interests. Revenue from moorings are not very consequential. Demand from homeowners of landscapers drive the continued use of fertilizers for properties impacting the watershed.

Copper bottom paint for boats is toxic and damaging to the environment. Very difficult to enforce anything otherwise. There was some optimism that the industry is making gains with paint that can withstand marine conditions and is also environmentally friendly. Today's env. Friendly alternative does endure the conditions very well.

Nitrogen and phosphorous are two major contributors to degraded water quality in Tashmoo and the Lagoon.

### Harbor

Harbormaster always works out an arrangement with the commercial fisherman to tie their boats to moorings with an impending storm. The storms typically happen after the busy high season so finding moorings, temporarily is not an issue.

The dock at Owen Park was raised ~18" as per recommendation by Vineyard Land Surveyors. The pilings are expected to last 60-80 years  
Aquaculture

MV is reportedly the Napa Valley of oyster farming, but our towns do not promote this industry nearly enough. Edgartown has made some efforts in recent years, auctioning off pre-approved leases of key swaths in Katama Bay to shellfisherfolk. This is a practice that DMF may not be so permissive with in the future.

Some oyster ranchers on MV have branded the Vineyard oyster with tremendous success. It is a vocation that some feel should be supported given how lucrative it can be; it can reportedly generate an income that's enough to afford a home on the island; few livelihoods can support that.

Towns could really use a suitability study that assesses where in each of their respective ponds aquaculture would thrive. This could be a tool in promoting the industry and making more informed decisions; it is also a recommendation in the Climate Action Plan, with the MV Shellfish Group flagged as the lead.

Leaseholds are better suited for the ponds given the turbulence of waters (storms from climate change) in more exposed areas and the much bigger equipment needed to operate those leaseholds

A hybrid occupation of fishing and aquaculture is seen as a way to diversify the business model for a single entrepreneur.

A shack to process the shellfish would allow the requirement to sell harvest to wholesalers to be localized here on the island, rather than exporting to wholesalers off island. The shack might be well suited for the Desorcy property if that were developed to promote the (shell)fishing industries.

Packer's Fuel docks are the only places to fuel up for boats in Tisbury. They are often unreliable in the shoulder seasons

**From:** Lynne <[captlynne@yahoo.com](mailto:captlynne@yahoo.com)>  
**Sent:** Wednesday, November 16, 2022 11:01 AM  
**To:** Cheryl Doble <[csdoble@outlook.com](mailto:csdoble@outlook.com)>  
**Subject:** Re: Tisbury Master Plan - Open Space discussion

Hi Cheryl,

Here are my thoughts after the Nov 9 Master Plan meeting:

### **What are the strengths of Open Space lands in Tisbury?**

Collaboration with other groups

Lots of Open Space available

Current use of neighborhood parks and advocacy for them.

### **What are the weaknesses?**

-Lack of connection.

-Lack of parking or very limited parking to allow access to open space. Bike access is great, but not everyone can bike for many miles to reach an open space or trail. There need to be places to park and unload bikes. The "partners" want to develop more open space, but don't want more parking. That severely limits access for the average person.

-Lots of plans and meetings, but no improvements.

-No priorities as to projects. How is money being spent and who decides on which projects take priority?

-Town leadership not taking an active interest

-Town Departments not working with Open Space missing grant possibilities and applications

## **What should the Town do that would improve existing Open Space?**

-Apply for grants to actually implement some of the improvements proposed by Open Space. Fish and Boating Access grants would help for access projects around the Lagoon and Tashmoo, including Rest rooms. <https://www.mass.gov/service-details/learn-about-fishing-and-boating-access>

-Develop pocket and neighborhood parks

-Connect parks with trails and crosswalks

-Do not let partners take over our open space as their priorities lead to a decrease in public access.

-more efforts at plantings of native species, better maintenance of the plantings

-do not remove trees

-Would a Parks Dept help and give Open Space more clout?

-Coordinate Open Space plans with other Town Departments, including Natural Resources Dept

-protect views

Lynne Fraker

PO Box 4124 Vineyard Haven, MA 02568 508-627-0848

[www.sailena.com](http://www.sailena.com)

**Meeting summary December 8, 2022**  
**Master Plan Steering Committee**  
**Housing**  
**Zoom**

**Steering Committee participants:**

Elissa Turnbull      Nikeya Tankard      Dan Doyle  
Lyndsay Famariss      Cheryl Doble

**Stakeholder participants**

Sara Barnes – MV Mediations  
Victor Capoccia - Tisbury Housing Committee  
Michael Cosgrave – MV Hospital  
Susan Dostal – MV Savings Bank  
Heidi Dietterich Administrator Tisbury CPC  
Phillipe Jordi - Island Housing Trust  
Angie Gompert – Director VTA  
Amy Houghton – **Martha's Vineyard Hospital**  
Elaine Miller – Planning Board, Tisbury Housing Committee  
Paddy Moore – Healthy aging MV (founder)  
Rosa Parker – Tisbury Resident, Customer  
Monica Passeno – Mass Housing  
Laura Silber – Martha's Vineyard Commission  
Cindy Trish - Healthy Aging MV – Exec. Director  
Nancy Weaver – Tisbury MV Land Bank representative

**1. Themes describing Tisbury housing strengths include:**

- a. Housing Production Plan was completed and adopted by the State.
- b. IHT is working with the town to develop affordable housing in Tisbury.
- c. The Town supports CPC funding for both town and regional affordable housing projects. The committee would like to see more requests for housing.
- d. Kuehn's Way will soon provide new affordable rental homes.

**2. Weaknesses associated with housing include:**

- a. Town capacity
  - The Town Housing Committee and Housing Trust need to work at a higher level.
  - Town does not have capacity to implement the Housing Production Plan.
  - Volunteer committees alone are not able to address the town's affordable housing needs.
- b. Zoning Bylaws
  - The current zoning is too restrictive. It does not allow the diversity of housing options to meet needs.
  - Zoning limits our ability to develop a diversity of housing options.
  - Zoning limits creative solutions.
- c. Infrastructure is lacking
  - Septic capacity is not adequate to increase housing density.

- There is limited space for parking.
- d. The Town is servicing the full range of affordable housing needs
  - The AMI cap is too low. Many who need help don't qualify and we are losing essential workers.
  - Housing for seasonal workforce is not adequate. It has been difficult to provide a reasonable living environment.
  - Shared spaces for adults do not work. We need more smaller private spaces
- e. Challenges town and businesses staffing
  - Towns are not able to fill open staff positions.
  - Housing staff creates a burden for businesses that must help find and monitor housing accommodations.
  - Businesses have been looking at a range of solutions – from on island options to bringing workers from off island. There are pros and cons to both.
  - Housing needs have become greater and more varied.
- f. Current pace will not meet need
  - We need to develop more public/private partnerships
  - The Tisbury Housing Committee and Housing Trust need to be working at a higher level.
  - We need dedicated staff to manage the Town's affordable housing program.
- g. Lack of housing is discouraging young people to envision a future for themselves on the island

### **3. Opportunities and suggestions included the following:**

- a. Zoning changes are needed
  - Accessory dwelling units (ADU) would provide smaller private dwelling units that would be better than shared spaces. We need to be sure that these ADU's do not become rentals.
  - Allow development of affordable and community housing on substandard lots and empty spaces.
  - Mixed use development and higher density housing development would help; this includes 3-4 story buildings (vertical building given scarcity & high cost of land).
  - Develop short term rental restrictions.
- b. Increase Town capacity to support housing
  - Hire professional staff to manage affordable housing (warrant article this year).
  - Tisbury's Housing Production Plan needs greater detail on implementation.
- c. Address infrastructure needs to support housing
  - Address wastewater limitations to support development of higher density housing.
  - Parking is a challenge but multimodal infrastructure (walkways, bike routes) along with public transportation (VTA) could help.
- d. Lower AMI cap
  - Lower the AMI so that more people will qualify for affordable housing.
- e. Work with what we have
  - Encourage infill development.
  - Repurpose older houses.
  - Create pathways for downsizing.

- Build on current efforts by Healthy Aging MV to match seniors living alone with extra rooms and individuals needing housing.
  - Promote affordable housing and caregiving opportunities.
- f. Diversify the range of housing opportunities
- Develop a range of housing types to meet the increasingly varied needs (ADU's, apartments, condos, etc.)
  - On the Vineyard there is a history and preference for single family ownership. We may need to change attitudes.
- g. Diversify and increase funding
- Develop more partnerships and private funding sources.
  - MV Savings Bank has a charitable foundation that supports housing.
  - Understand what we can do with private funding. Funding projects without state and federal dollars would allow the town to develop housing specifically for island residents. (Island Autism project is an example)
- h. Housing is an island-wide issue
- Towns need to work together to address housing needs.
  - Explore organizational model to build island-wide capacity to address housing.
- i. Support State level changes to enable innovative alternatives.
- The Town can encourage and inform state level change by submitting requests.
  - State changes require time for evaluation and review, be ready to play the long game.
- j. Seasonal housing project
- Look for models in other communities that have developed housing for seasonal workers
- k. Learn from others
- Don't reinvent the wheel understand what other communities are doing.
  - Nantucket Covenant program
  - VTA provides examples of interesting efforts to house their staff and recruit bus drivers.
    - Working with IHT
    - Sharing seasonal bus drivers with Ski areas.
- l. Take advantage of available resource, technical assistance, and support.
- The MVC provides technical assistance to towns and homeowners.
  - Make a list of help and resources you need and request from Laura Silber at the MVC
  - Seek help from Mass Housing and other State organizations



A Zoom meeting interface with a grid of participants. The top row includes Rosa Parker, Cindy Trish, Dan Doyle (Tisbury Master Plan Admin), MYPSS Conf1, and Michael Colgrave. The second row includes Elissa Turnbull (Master Plan Steering Ctee), Susan Dostal (M/J Bank), Elaine Miller, Heidi Dietterich, and Laura Sizer (MVC Housing Planner). The third row includes Lindsay Farniss (Tisbury Master Steering Ctee), Angie Gompert (VTA), Victor Capoccia, Sara Barnes (M/V Mediation), and Nekya Tankard (Master Plan Steering Ctee). The bottom row features three large tiles for Monica Passeno, Amy Houghton, and nancy weaver. The control bar at the bottom shows options for Unmute, Stop Video, Security, Participants (19), Chat, Share Screen, Pause/Stop Recording, Breakout Rooms, Reactions, Apps, Whiteboards, and a Leave button.

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Tisbury Master Plan  
Natural Resources, Energy and Sustainability  
Report from meeting with Tisbury Climate Committee  
October 24, 2022

Sub-Committee Members:

Sean Roach  
Mary Ellen Larson  
Elissa Turnbull  
Melinda Loberg

Climate Committee Members:

Louise Clough  
Keith McGuire  
Kate Shands  
Bill Straw  
Bruce Stuart  
Melinda Loberg

Planning Board Attendee:

Ben Robinson

Building and Zoning Department Commissioner

Ross Seavey

The Master Plan sub-committee was invited to a regular meeting of the Tisbury Climate Committee to hear an overview of the Climate goals established this year by the Climate Committee and to discuss concerns related to natural resources and energy as it impacts the Master Plan.

Melinda Loberg, Chair of the Climate Committee, distributed the Climate Committee goals for 2021/2 (attached) and referred the group to the CAP (Climate Action Plan) recently completed for the island by the MVC.

The Town of Tisbury applied for and was accepted as a Green Community by the State of MA. This commitment by the town to achieve certain goals for reduction of carbon emissions, generation of energy and progress toward resiliency makes the town eligible to apply for grants from the state. The town has focused on replacing the heating plants in Town buildings powered by oil and gas with electric heat pumps. Green Communities has supplied grants to largely pay for these replacements. It is the intention to continue these replacements at a pace of one building per year as the grants allow.

The Town also took advantage of incentives to purchase electric vehicles for town use. To date, EV's are part of the Police Department fleet, and used by inspectional services at the Building Department, Board of Health, Senior Center and Assessors Office. There are charging stations at the Sr. Center, Town Annex, and Police Department.

As for power generation, the Town benefits from a solar array built by CVEC at the Town landfill that generates about \$100,000 annually. The lease agreement ends in 2034 at which time it would be advisable for the town to take over ownership, if possible, and to replace old solar cells with more efficient models. The new Emergency Services Building has rooftop solar built by the town. The Town will vote on a warrant article in 2022 to add a solar array to the Senior Center. It is the recommendation of the Climate Committee to continue to add rooftop solar to town buildings and add battery storage wherever we have a solar array. The committee is also looking at providing more public charging stations, beginning with a few at the park and ride. The new Tisbury School is planning on a solar rooftop installation and charging stations in their parking lot.

Sea level rise is already a challenge for the Town as there is a great deal of important infrastructure in the coastal flood zone. The Steamship Authority is a prime example of a key service to the island that is in harm's way. While the authority feels their docks and berths are prepared for higher water levels, the surrounding roads and support buildings are a weak link with roads already flooding quickly in normal rainstorms and at highest tides. The entirety of Beach Road lies in a flood zone and building in this area must take into consideration that the water levels from both sea level rise and more powerful and frequent rainstorms will combine to flood this area from the sea and from higher land. Anticipating this and planning for retreat of infrastructure to higher elevations should be a priority of our master planning. The seawall along the causeway between Vineyard Haven Harbor and the Lagoon Pond is in need of repair and strengthening if we hope to maintain the route from the port of Vineyard Haven to the hospital. We must work with the MVC, the other towns on the island and the State to address these infrastructure needs going forward.

The Climate Committee is alert to the probability of the loss of power during strong storms that could endure longer than our current generators (powered by propane or diesel) capacity. The largest concern is for our drinking water supply. The Water Department is confident they have a supply of fuel that would last for six weeks in the winter and 2 weeks during the summer. If the port is incapacitated and cannot take deliveries, we should be planning for a more independent supply of electricity to power the pumps at the water tanks and a more hardened infrastructure to communicate with those pumps. Ultimately, we recommend solar installations, with batteries, and buried wires to ensure sustainability for periods when the supply of electricity from the mainland is interrupted.

Progress towards sustainability will include adoption of the State recommended building Specialized Stretch Code that rewards early electrification. Working closely with contractors in implementing the new codes will be an important goal for our building department. And finally,

communication with the public and assisting with equitable access to sustainable practices must go hand in hand with new regulations.

Tisbury Master Plan attendance sheet Dec 22nd, 2022

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John Smers FIU Fayhaven	JCOZY@me.com

There are reportedly five full time fishermen in town and four shellfishermen.

## Storage

An area for fisherfolk to keep their gear (traps, equipment, etc) is a priority for this group. A 50'x70-100' space would be adequate, separated by fencing. 10 plots that size could be adjacent to each other with an access road down the middle and that would only amount to roughly an acre, if there ~10 plots. A relatively flat area is needed. Precedent exists in Edgartown and Chilmark, where the users need to carry their own insurance for storage.

Given instability of Housing, fisherfolk can be fairly transient, so it may not make sense to institute a town residency requirement, though priority OR a discounted rate might be a good idea.

With some limited regrading, back near the septic lagoon off of Holmes Hole Rd could be a good spot, or somewhere along the power lines as long as residences are not too close. Smells/odors and large vehicular access can become contentious abutter issues.

Large boat storage (30-40') is also an issue, though storage lots would not likely resolve this issue.

## Other infrastructure

Infrastructure dedicated to commercial anglers would be incredibly helpful; launch near the drawbridge is in very high demand during the summer by recreational fishermen. The Desorcy property is being closely looked at for purchase by Vineyard Community Lands and they have indicated they might promote the fishing industry by allowing access to fisherman. The lot, though small, has been previously permitted for a pier/dock. A renewal/reapplication might be needed and the standards are more restrictive now than they were 20 years ago when the permit was issued.

However, the Desorcy site is fairly exposed to Nor'easters. A dock would cost an estimated ~\$3 million to construct, and would need to accommodate fishing boats up to 40'.

Biodiversity Works, a local non profit, has launched a Natural Neighbors program which includes environmentally friendly landscaping practices. Policy needs to be coupled with enforcement to help scale up such lower impact practices.

## Tashmoo

As of now, only 4 moorings within Tashmoo are dedicated to commercial fisherman. An additional 286 moorings are for recreational boating and there is no town residency requirement. There is concern this tilts far too heavy toward recreational use of the lake at the expense of commercial interests and water quality interests. Revenue from moorings are not very consequential. Demand from homeowners of landscapers drive the continued use of fertilizers for properties impacting the watershed.

Copper bottom paint for boats is toxic and damaging to the environment. Very difficult to enforce anything otherwise. There was some optimism that the industry is making gains with paint that can withstand marine conditions and is also environmentally friendly. Today's env. Friendly alternative does endure the conditions very well.

Nitrogen and phosphorous are two major contributors to degraded water quality in Tashmoo and the Lagoon.

## Harbor

Harbormaster always works out an arrangement with the commercial fisherman to tie their boats to moorings with an impending storm. The storms typically happen after the busy high season so finding moorings, temporarily is not an issue.

The dock at Owen Park was raised ~18" as per recommendation by Vineyard Land Surveyors. The pilings are expected to last 60-80 years

## Aquaculture

MV is reportedly the Napa Valley of oyster farming, but our towns do not promote this industry nearly enough. Edgartown has made some efforts in recent years, auctioning off pre-approved leases of key swaths in Katama Bay to shellfisherfolk. This is a practice that DMF may not be so permissive with in the future.

Some oyster ranchers on MV have branded the Vineyard oyster with tremendous success. It is a vocation that some feel should be supported given how lucrative it can be; it can reportedly generate an income that's enough to afford a home on the island; few livelihoods can support that.

Towns could really use a suitability study that assesses where in each of their respective ponds aquaculture would thrive. This could be a tool in promoting the industry and making more informed decisions; it is also a recommendation in the Climate Action Plan, with the MV Shellfish Group flagged as the lead.

Leaseholds are better suited for the ponds given the turbulence of waters (storms from climate change) in more exposed areas and the much bigger equipment needed to operate those leaseholds

A hybrid occupation of fishing and aquaculture is seen as a way to diversify the business model for a single entrepreneur.

A shack to process the shellfish would allow the requirement to sell harvest to wholesalers to be localized here on the island, rather than exporting to wholesalers off island. The shack might be well suited for the Desorcy property if that were developed to promote the (shell)fishing industries.

Packers Fuel docks are the only places to fuel up for boats in Tisbury. They are often unreliable in the shoulder seasons



## Meeting with Stop & Shop, 12/15/2022

### Representing Stop & Shop:

- Linda Figueiredo, Stop & Shop Real Estate
- Geoghan Coogan, MV Attorney
- John Hession, Senior Project Manager, VHB (Civil Engineer)

**Tisbury Master Plan Steering Committee:** Rick Homans, Melinda Loberg, Sean Roach

**TMPSC Staff:** Dan Doyle, Martha's Vineyard Commission

S&S is very committed to its current location – sees it as optimum site due to accessibility for people coming off boat, employees coming from mainland and visibility of store.

Main St. shop owners see S&S as an anchor site and must keep a grocery store downtown.

Concerns about “trading” for other locations, such as police station and part of parking lot: time it would take and uncertainty of process and result.

S&S is considering options for development of its site on Water Street...

Likely to notably expand footprint of grocery store from existing 7,000 sf (does not include pharmacy section in the rear)

First floor will be raised to meet FEMA flood regulations.

Considering possibility of putting employee/affordable housing on second floor, looking at options for # of units, target market.

Offloading and loading bays will likely be recessed/removed from pedestrian / town parking lot area with new any design.

Committed to moving Prouty House – in talks regarding various options.

Previous plan designed the first floor at higher elevation and included parking at ground level.

Zoning – the height of structure can go 35’ above the average mean grade, which is roughly 10’.

Noted that some other communities have adjusted the zoning height to reflect the new FEMA requirement.

Norton Lane is important access point for Water Street and the Steamship, but it currently crosses right through the parking lot and loading zones and there are some serious safety issues.

For the previous plan...once S&S addressed all the “bells and whistles” that came from the MVC, they couldn’t afford to build the store. They came to agreement with Select Board over parking lot (included restrooms in store and contributions to affordable housing) then Select Board suddenly withdrew support.

Petition against the previous design contained over 3,000 signatures with over 2,000 of them from Europe, from people who had never been to the island or seen the store.

For the Edgartown Stop & Shop, one MV Commissioner said they would never support store until 100% of the meat in the butcher shop was sourced locally.

Just a couple of people often have outsized power to derail a well-thought-out plan.

The Town Planning Board will review and new redesign very closely, and might add conditions. The Planning Board's Special Permit represents a different purview from previous S&S proposal. Then it will be referred to MVC, which can add more conditions (or not). Then back to Planning Board for final approval, at which point more conditions may be added (but not removed).

Select Board will also play a role in regard to the parking lot easement/lease, which is critical to the project. This is a high point of leverage for the Select Board.

Project is one that impacts the entire island in terms of customers, traffic, steamship etc.

We asked S&S about guiding principles in the Master Plan that will be important to them – some that came to mind:

**Resiliency** – What is town policy? Managed retreat? New zoning? What are the implications for Water Street?

**Parking** – Do we want a walkable town, or will town require XX parking space per SF of store (like in suburbs)? Or, somewhere in between?

**Gateway** – What is the vision for a new gateway to Tisbury, and how does S&S figure into this?

**Traffic flow** – Is there a potential solution? Does the plan envision changes in flows & patterns?

**Housing** – Is Downtown a live-work-play district, or does the town envision multi-family housing elsewhere? Problem with zoning, which requires bedrooms in multi-family housing to have windows on two walls (precludes most MF housing projects). Also, height restrictions.

**Wastewater** – How much of limited wastewater capacity should be dedicated to workforce housing versus the commercial businesses for which it was intended?

Asked about relationship with Steamship Authority.

Work very closely regarding freight shipments, excellent relationship.

If they do anything with their facilities, there's a domino effect.

Need to look at all the contiguous real estate – could be much nicer environment, much safer with improved sidewalks.

S&S, along with VHB, was encouraged to attend the public input sessions that Dodson & Flinker will conduct in February where concept schematics will be presented and property owners will have the chance to hear both from the consultant and from one another.

Other major zoning issue...zoning on much of the waterfront is for marine related businesses only. If we want different types of development, will have to change the zoning.