



PLANNING BOARD
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November 2, 2021

Martha's Vineyard Commission
P.O. Box 1474
Oak Bluffs, MA 02557

RE: Main Street Medicinal LLC, 65 Mechanic Street, AP 22A18.1 - C.R.1-2021 Main St Medicinals
Referral 2021-01-16

Dear Commissioners:

The Tisbury Planning Board (TPB) determined that the proposed project for which application for a development permit has been made is one of regional impact using the following criteria from version 14 of the DRI standards: 3.1 f) - Dev. Of Comm. - Change of Use/Intensity and 3.1 j) - Dev. of Comm. - High Traffic Generator.

As the MVC considers the proposed project the Tisbury Planning Board (TPB) would like to provide additional input and information derived from the special permit process that has been underway. It should be noted that as the Town recognizes the need for a traffic study of the entire State and Beach Road commercial areas, and as other projects are being proposed in these areas, the Town will look to the project developers for participation cooperatively and financially. Traffic studies are a starting point, but infrastructure, affordable housing, public space, and drainage are also worth noting.

The traffic study provided by the MVC did not adequately represent the vehicular, pedestrian or cyclist activity on Mechanic Street or the critical intersection of State Road. The Tisbury Planning Board (TPB) requested that the applicant provide a traffic study and peer review at the applicant's expense.

The Tisbury Planning Board contracted Fraser Polyengineering Services to conduct a peer review of the Traffic Analyses prepared by Fuss & O'Neill on behalf of the applicant. Overall, we were concerned that previous traffic studies were based upon transportation modeling tools that may not have been accurate for the area's very specific roadways and traffic patterns. We wanted an actual survey to include field reconnaissance, as well as expert peer review.

We are providing the actual documents from Fraser Polyengineering Services for the MVC to consider MEMORANDUM dated 9.30.21. In summary, because of the peer review and subsequent meetings with the applicant we remain extremely concerned about the impact the proposal will have on the area roadways and traffic congestion plus the lack of pedestrian and bicycle access.

The traffic study provided the following:

- Mechanic Street is 18' wide at some point, narrower and wider in other areas. It is inadequate for two-way traffic when the size of current SUV's and trucks is taken into consideration. Consideration also needs to be given to regular trips by sanitation trucks and supply trucks along with pedestrian and cyclist use, as referred to in the application.

- Recommended mitigation by the applicant's consultants, Fuss & O'Neill, is to convert Mechanic Street to one way traffic to be accessible to all vehicles using Mechanic Street. In order to convert Mechanic St. to one-way, the applicant's consultant recommended that a driveway be created on the applicant's property that would connect to Evelyn Way with appropriate signage directly traffic to High Point Lane.
- The Host Community agreement with the Town of Tisbury includes an easement for an egress only driveway that will connect the south side of the site to Eleanor Street.
- The peer review group, Fraser Polyengineering Services, indicated there is no president or traffic study of Evelyn Way to determine the potential success of such mitigation and expressed concern that the egress driveway will place arterial traffic onto local roads.
 - Because the Town and TPB accept the fact that the number of dead-end roads on the east side of State Road, i.e. Olga Street, Lyle Road, Cook Street and High Point Lane will require a plan for future development (which will be included in part of the Master Plan) it is suggested the mitigation plan proposed by the applicant's consultants at their cost, be implemented and monitored at a 6 month and 12 month period to determine the success or problems of the plan.
 - It should be further noted that as the Town proceeds to execute a larger plan to improve traffic flow and ease the demands on the State Road Corridor to include Mechanic Street and other dead-end streets on the south side of State Road, the town may look to businesses and developers in this area to participate cooperatively and financially in the mitigation.
 - Reference in the application to potential access to the establishment by customers either walking or biking to the location is not realistic. The adjustment to the berm in front of Patient Centric will add potentially 6' of road space; adequate for a large SUV to back out of the existing parking space. There is no room to create a sidewalk or bike path. Further, there are no bike paths on State Road and the sidewalk system is not complete in the immediate area of Mechanic Street. There were no specific mitigation measures in the Travel Demand Management scheme proposed by the Applicant.
 - Park N Ride has become an employee parking solution for Patient Centric. Main Street Medicinal is also considering Park N Ride as an alternative employee parking solution. A review is needed to determine if the Park & Ride has capacity to accommodate the needs of both businesses.
 - Patient Centric has just requested that their regulation to accept customers by appointment only be removed. This will further impact the traffic activity.
 - Both consultants clearly proved that State Road is unstable (F) and will need a more comprehensive review of the entire road network in the area to look at solutions.
 - Proposal adversely impacts the intersections studied as part of the assessments of current conditions performed at the field.
 - There were multiple issues with the applicant's traffic study methods according to FPES peer review.

In addition,

- More information is needed to support the applicant 's offer to provide assistance with and resources for substance abuse education and prevention programming. (Pg. 8 Section V! Educational Material)
- The applicant submitted a remediation plan addressing the potential discharge of THC and nitrogen into the wastewater. We have not yet seen that plan and would like more detail on nitrogen use and waste. As of 10.29.21 the Tisbury BOH had not received a wastewater plan for review.

The Tisbury Planning Board agrees that if Main Street Medicinal is to be a successful, fully functioning facilities that will provide jobs and make a financial contribution to the Town, a realistic plan dealing with

current and future traffic activity, including the impact of neighboring Patient Centric, needs to be put in place.

We thank the MV Commission members for their consideration.

Sincerely,

Dawn Bellante Holand

Dawn Bellante Holand
Planning Board Chairman