

PROPOSAL

GREEN TECHNOLOGY FILLING STATION 392 STATE ROAD VINEYARD HAVEN

CLARENCE A. BARNES III AND FAMILY

Introduction: This application is about filling a need, Martha's Vineyard is a test study for electric vehicle filling stations because of its limited area and environmentally conscious community. Historically, this town has supported service stations at the Dukes County Garage at Five Corners and at Renear Ford on Church Street, in addition to the Citgo and the Shell station. Two of the four are obviously gone. The goal is to create a family run island business as the Barnes's and Cronig's have done for nearly 100 years. We will work collaboratively with Nissan and GMC, both have already been contacted, to create a market, similar to that being created in California for the fueling of electric vehicles. The current models often feature a gas generator as a back up to the power cells. For this reason, we need both electric and gas pumps. The gas pumps can also help service vehicles hauling trailers, which can otherwise not be accommodated in Vineyard Haven, allowing them to fuel safely, pointed in either direction. 392 State Road is also abutted by a 500 car parking lot. Providing fuel for them will reduce downtown congestion. Given our current zoning, there are no other locations where this can happen in Vineyard Haven other than along the State Road corridor. In order to reduce emissions we will utilize solar cells along the roof and a proposed farmers porch to supplement the energy draw. Data about charging times, vehicle specifications, and energy draws can be provided if desired. As the Island grows, we must find ways to decrease our resources usage, the proposed station will help the Island do so.

This will be a family business run by the children of Clarence A. Barnes, III, namely Michael Barnes, Clarence Barnes IV and Elizabeth Barnes Lazarus, all born and raised in Vineyard Haven. Michael lives on Colonial Drive in Vineyard Haven, Elizabeth on Chappaquiddick, and Clarence IV in Chilmark.

Scope of development: It is proposed that an electric/gasoline/diesel filling station be constructed at the corner of High Point Way and State Road in the Tisbury B-2 commercial zone. Three islands will be utilized, each approximately three feet wide and ten feet long. There will be two pumps on each island, with two hoses on each pump, although this configuration is tentative. In addition, the existing structure on the property will be renovated for use as the office, with rest rooms and a porch to be constructed on the side of the building facing State Road with French doors exiting onto the porch. Consideration will be given to surrounding the entire structure with a porch, in order to compliment the 1930s theme that will form the basis of the development. The porches will have appropriate lattice decorations, and dark green will be the predominant color. The existing siding will remain. The existing structure owned by the applicant at 300 State Road is referenced for the type of detail to be employed. Also in keeping with the 1930s theme, we are giving consideration to supplying hot dogs as premiums.

The property was previously a dress shop.

We plan to sell car-related items, such as oil, windshield washer fluid, transmission fluid and the like.

With the exception of the concrete which will be required around the islands, the lot to the rear of the existing structure will be permeable pavers and pea stone. A retaining wall has been constructed along the southeasterly and southwesterly property lines so as to reinforce the area. This wall was required by the Building Inspector of the previous owner of the property in order to prevent erosion of the land onto the neighboring property, and had nothing to do with this proposal.

Traffic: Traffic is a consideration in this proposal. We estimate that we may have as much as 300 cars a day in the height of the season (an average of 20 cars per hour), a number of which will come from or be going to the Park and Ride at the top of High Point Lane. At the least, however, every car getting fuel at this facility is one that will not have to negotiate the traffic hells of the Edgartown-Vineyard Haven Road/State Road intersection, the State Road/Main Street intersection and Five Corners, thus helping to alleviate that congestion which can mean at least a fifteen minute trip each way from the upper State Road area in the summer season. The double exit lane from High Point Way in the engineered plan for the connector road will help lessen the traffic management issues at that intersection. The only problematical turns will be a left turn out of High Point Way and a left hand turn onto High Point Way, as the other turns will be a right turn out of High Point Way and a right turn into High Point Way.

It should be noted that until the connector road is built, there is really no traffic generator or destination on High Point Way other than the Park and Ride. A recent count from 11:30 AM to Noon on a weekday indicated a total number of trips for that road of thirty, or one car per minute. This would indicate that until the connector road is built, the loading on the High Point Way-State Road intersection could be serviced by only two lanes, one in and one out.

The 2004 traffic study by Van Ness Hangen for the Martha's Vineyard Savings Bank project at Nobnocket (corner of Holmes Hole Road and State Road, about .25 miles from the proposed site) indicated that a total of 744 daily trips would be generated by that project. We are projecting 600 trips per day, with fifteen hours of operation per day, as opposed to nine hours of operation for the bank, for an average traffic frequency (trips per hour) of less than 50% of the bank's project. The conclusion of the study was that "All roadway links [along the State Road corridor between Lambert's Cove Road and Five Corners] are projected to operate at acceptable levels of service with the proposed project in place. In addition, no level of service drop is expected as a result of the proposed project." The volume capacity ratio (VCR: the ratio of volume to capacity) at all points on the corridor is less than .5 in all cases. It should also be pointed out that the Five Corners and the Edgartown-Vineyard Haven Road intersections were both operating at F Level of Service ratings in 2004, and traffic has only gotten worse since that time.

Logic would dictate that relieving that pressure, as this proposal would do, makes good common sense.

Further, crash data at several sites along the corridor from 1999 to 2002 indicate that accidents occur at the Edgartown-Vineyard Haven Road and at Five Corners at seven times and nine times respectively than the rate at Cronig's Market, which is close to the proposed project site. Logic would also dictate that diversion of traffic away from the higher accident intersections, as would happen with this proposal, makes good common sense.

Safety considerations: All tanks will be buried underground, and will have state of the art systems to prevent leakage into the subsoil. The tanks will be of fiberglass construction, double walled, and will include an alarm system located on premises and in Michael Barnes' house so as to provide twenty four hour monitoring of any leakage. The Commonwealth of Massachusetts, the federal government and the town of Tisbury have stringent requirements for gasoline stations, and all of these requirements will be followed. Fire suppression systems will be included in the small canopies which will shade the islands. Engineering work is being done to establish the best location for the tanks. The concrete islands will have a corrugated edge, standard in the industry, so as to contain any inadvertent spills.

Employees: There will be three people per shift with projected hours of operation from 6 AM until 9 PM, seven days a week, for a total of fourteen shifts. Additional part time people will be hired on an as-needed basis. Employee parking will be either along the easterly side of the building or at the far southern end of the property. Michael, Clarence and Elizabeth will also be actively involved in the operation of the facility.

Lighting plan: Each canopy will have downward directed lights in its ceiling to light the island areas. There will be lights in the ceiling of the porch. A small sign sized to code will be on the front lawn, with typical 1930's style lighting.

Entrance and exit from the property: There will be two entrance/exits from the property at the approximate sites noted on the plan. Each is sixty feet in length to allow for maneuvering supply trucks and other long vehicles that may use the station. The engineering layout of the connector road at the intersection of High Point Way and State Road is attached for reference. The entrance/exit from the property closest to State Road will be no closer than the point where the two exit lanes begin. Note that there is a 4 foot sidewalk along the easterly side of the road between the road and our property. The concrete sidewalk on the State Road side of the building is already in place.

Landscaping and open space: The top and sides of the retaining wall will be painted green. On the sides will be a lattice work (also painted green) with bittersweet or other vines planted to grow up over the lattice and eventually over the top of the wall. The front and sides of the office building will be grassed and shrubs and flower beds will be planted in this area. Because of the narrowness of the property, there is no room for extensive buffering between the sidewalk and the travel lanes on the property.

Groundwater issues: Conversations with Bill Wilcox of the Commission staff indicate that groundwater flow at this location is not toward the Town well field and the property is not in the zone of contribution for either the Tashmoo well, the Sanborn well or the Manter well. Thus, any inadvertent spill that gets into the ground will not contaminate the town water supply.

Evelyn Way: Although not a direct issue in this proposal, the connector road between State Road and Edgartown-Vineyard Haven Road conceptually has three outlets onto State Road, one each at Holmes Hole Road, High Point Way and Evelyn Way. The Evelyn Way outlet has not been included in the Town's current engineered layout because the Town does not own Evelyn Way. The inclusion of the Evelyn Way leg would, however, reduce the pressures on the other two legs in terms of traffic loading. In fact, Mr. Barnes owns a major portion of the fee in Evelyn Way, and discussions are underway to swap his fee for a small piece of town owned land along the connector road. In this fashion, the Town would be able to proceed with the construction of the Evelyn Way leg as part of the connector road system at no cost for the land.

Affordable Housing: Mr. Barnes has been providing free housing for those employees needing it for a number of years. In addition, he is close to completing the construction of three affordable rental apartments on his property at 534 State Road, West Tisbury. This construction is being done with no reliance on any town, state or federal funding and will cost in excess of \$250,000. It will be administered by the Dukes County Regional Housing Authority. It is proposed that these activities constitute his contribution to affordable housing for this project.

Storm water runoff: Storm water runoff will be contained in on-site leaching catch basins to be located when the final grading plan is engineered. They will be outfitted with oil absorbent pads to capture any oil that may have inadvertently spilled on the ground.

Branding: We are considering the use of off-brand gas, thus saving the need of a large "Gulf" or "Exxon" (e.g.) sign which would be required if branded gas were to be sold.

Since the engineering of this proposal will necessarily be costly, we propose that those issues which will require engineering (e.g. the tank system, the internal traffic layout, storm water runoff, etc.) form part of a conditional approval, so that we will be able to make these expenditures only when we know if we have an approved project, with Commission review and approval of all final plans.

October 15, 2010