OCS-A 0501 MASS USA

VINEYARD WIND

PROJECT NARRATIVE

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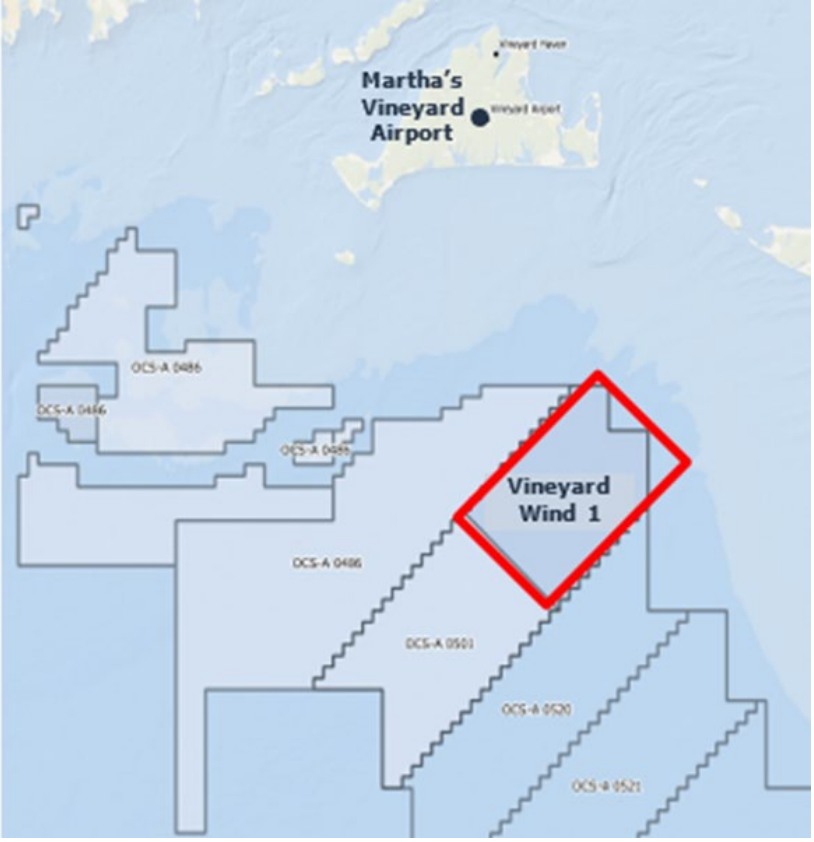
NARRATIVE

VINEYARD WIND 1 PROJECT

Vineyard Wind 1 is an 800-megawatt (MW) offshore wind. The project will be constructed in federally designated Lease Area OCS-A 0501 (Lease Area), which is located approximately 12.4 nautical miles from the southeast corner of Martha's Vineyard (see Figure 1). The project will generate clean, renewable, affordable energy for over 400,000 Massachusetts homes and businesses while reducing carbon dioxide (CO_2) emissions by over 1.6 million tons per year.

Figure 1 Vineyard Wind 1 Project Location



As part of the O&M activities, Vineyard Wind is planning to base helicopter support at Martha's Vineayrd Airport to support the 30-year operational phase of Vineyard Wind 1. Helicopters can be used when rough seas and weather limit or preclude the use of other means of access offshore as well as for fast response visual inspections and repair activities, as needed. The supporting helicopter will be used to access the project year-round. The Martha's Vineyard Airport has been identified as an ideal location for helicopter support as it is closest to the Lease Area.

Industry experts were consulted to support the development of the O&M hangar for the Vineyard Wind 1 project. These industry experts have extensive experience in aviation

operation, hangar design, permitting, construction, health and safety, and general airport function and requirements. These consultants provided critical industry insights that informed the development of the Proposed Plan.

PROPOSED USE OF THE PROPERTY

Vineyard Wind plans to support O&M activities for Vineyard Wind 1 with a helicopter based at Matha's Vineyard Airport as it is the airport closest to the Lease. The helicopter crew and offshore wind technicians will utilize the proposed hangar facility when required for flight planning, safety trainings, helicopter maintenance, and as a standby area while waiting to be shuttled offshore to the Project.

All elements of the Proposed Plan have been designed to achieve an efficient operation, maximize local benefits, and support the green energy initiates of the Airport and Martha's Vineyard. The key elements are as follows:

1. Reconstruction of the hangar that will include:
    a. a designated area for the protection and maintenance of a helicopter;
    b. a secure entrance for helicopter crew and technicians' logistics;
    c. a specified area for spare part and maintenance equipment storage; and
    d. helicopter operator and technician support facilities, including but not limited to welfare facilities, office space for flight planning, briefing room for toolbox talks, and other safety training.
2. Sufficient parking to support the personnel utilizing the hangar.
3. Integration of proper site security measures.
4. Incorporation of green energy objectives into design, construction, and operation of the hangar.

SITE PLAN

Existing Conditions Schematic and Site Plan

The Proposed Plan concerns a parcel of land and the improvement thereon located at the Airport (denoted by the blue box in Figure 3). The existing hanger, Hangar "H," was constructed in 1973. The concrete slab on which it is built is part of a former World War II hangar. This foundation remains in place and represents the understood property boundaries of the Premises. The Premises are located off Hangar Rd between the Private Hangar Lot and the Martha's Vineyard Air Rescue Fire Fighting Station. The Premises are in a suitable location to accessing the runway apron.

Figure 2 Hangar "H" Location at the Airport

Hangar "H" is an 8,058-square foot pre-engineered metal building with a small office area, bathroom, and breakroom. To date, the hangar has been utilized primarily for airport maintenance equipment storage and miscellaneous aviation storage. The existing hangar is generally in extremely poor condition and does not have a fire protection system. Photographs from a visit to the existing property can be found in Figure 4 below. The Existing Conditions Plan can be found in the DRI application materials.

Figure 3 Current Conditions at Hangar "H"

Preliminary Plan of Proposed Development

With the support of our consulted aviation industry experts, Vineyard Wind anticipates the renovated or replaced hangar will include:

- a designated area for the protection and maintenance of the helicopter;
- a secure entrance for helicopter crew and technicians' logistics;
- a specified area for spare part and maintenance equipment storage; and
- helicopter operator and technician support facilities, including but not limited to welfare facilities, office space for flight planning, briefing room for toolbox talks, and other safety training.

The Preliminary Plan of Proposed Development can be found in the DRI application materials.

PROPOSED PLAN SCHEDULE

Construction activities are set to begin in Q3 2022 pending permits and conclude by the end of Q2 2023.

GREEN ENERGY GOALS

As an offshore wind development company, we are well aware of the urgent need to respond to climate change by rapidly reducing greenhouse gas (GHG) emissions. The Vineyard Wind 1 project itself will deliver meaningful emission reductions to Massachusetts by avoiding the emission of an estimated 1.6 million tons of CO_2 annually.

For the Proposed Plan, Vineyard Wind is committed to exploring all feasible measures to avoid, minimize, and mitigate damage to the environment and implementing practicable measures to avoid, minimize, and mitigate GHG emissions. A list of currently identified measures for consideration is provided below for the design and construction phase and operations phase of the Proposed Plan.

Design and Construction Phase

Vineyard Wind has identified a number of measures that can be explored and implemented during the design and construction phase to reduce the overall environmental impact of the improvements to the Premises and reduce GHG emissions. These are summarized below.

Energy & Efficiency Measures

- Incorporate on-site renewable energy sources, including solar panels.
- Use efficient, directed exterior lighting.
- Install a high-efficiency HVAC system, including occupancy sensors.
- Incorporate insulated wall and roof panels to reduce heating and cooling losses.
- Purchase Energy Star-rated appliances with the lowest energy rating.

Water Use and Runoff Measures

- Utilize low impact development for stormwater design (e.g., water collection system).
- Use water-conserving fixtures.
- Incorporate native and water-efficient landscaping around the hangar.

Transportation Measures

- Install a bike rack to allow for safe bike storage for employees that choose to bike to work.
- Install electric vehicle charging stations to allow for emission-free vehicle transport and commuting.

Other Sustainability Measures

- Utilize a Wet Pipe Foam Concentration System as Required for Group II Aircraft Hangars (per NFPA 409 – standard on aircraft hangars).
- Use low-VOC adhesives, sealants, and paints.

Operations Phase

At a minimum, we anticipate exploring and implementing the following measures:

- Encouraging sustainable transportation such as carpooling, biking, and use of electric vehicles for commuting.
- Providing for on-site storage and collection of recyclables and implementing a recycling plan.
- Conserving energy within the hangar through the utilization of occupancy sensors, and turning off lights and switching off electrical equipment during off-hours.
- Focusing on reducing plastics, offering alternatives to single-use products, and recycling whenever possible.
- Collaborating with the Airport to gather ideas for how our operation can be more environmentally sustainable.