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Martha's Vineyard Commission

DRI # 699 Tisbury Marine Terminal Expansion

MVC Staff Report – 2021-4-7

1. DESCRIPTION

- 1.1 **Applicant:** Ralph Packer, Tisbury Marine Terminal LLC
- 1.2 **Owner:** Ralph Packer
- 1.3 **Designer:** Foth Infrastructure and Environmental, LLC
- 1.4 **Project Location:** 190 Beach Road, Tisbury, Map 10, Lot A-1
- 1.5 **Proposal:** Repairs and alterations to existing marine infrastructure, and construction of an operations and maintenance facility to support offshore wind developments.
- 1.6 **Zoning:** Waterfront/Commercial
- 1.7 **Local Permits:** Tisbury Planning Board (Special Permit and Site Plan Review), Tisbury Conservation Commission (Notice of Intent – Order of Conditions)
- 1.8 **State and Federal permits:** MA Environmental Protection Agency (Certificate of the Secretary), MA Dept. of Environmental Protection (Combined 401 Water Quality and Chapter 91 Waterways License), MA Coastal Zone Management (Federal Consistency Certification), US Army Corps of Engineers (Individual Permit Section 10/404), Massachusetts Department of Transportation (MassDOT) Access Permits, Department of Public Works permit for dredging
- 1.9 **Surrounding Land Uses:** Other waterfront and commercial uses in the Beach Road corridor, including MV Shipyard, Gannon and Benjamin Marine Railway, and Vineyard Haven Marina; Vineyard Haven Harbor and Lagoon Pond, including shellfish areas and residential and commercial docks; Steamship Authority Terminal to the northwest. The project site is in both the Coastal and Vineyard Haven Harbor Districts of Critical Planning Concern.
- 1.10 **Project History:** Tisbury Marine Terminal (TMT) has operated since the late 1800s, and its barge facility currently handles the equivalent of about 6,600 one-way truck trips to the Island. The project location was chosen in part for its relative proximity to the proposed wind farms south of the Island, which are likely to be constructed in the coming years. (Vineyard Wind and Mayflower Wind have each been awarded contracts for 800 megawatts (MW) by the state.) The project would be part of a network of facilities on the east coast intended to service the offshore wind industry. Vineyard Power, the Island's energy cooperative, has partnered with TMT in promoting the community benefits associated with the project, including the creation of year-round jobs. The Tisbury Conservation Commission referred the TMT project to the MVC in November 2020.
- 1.11 **Project Summary:** The project would include two main portions: Expansion and alteration of the Tisbury Marine Terminal to accommodate an operations and maintenance (O&M) facility to service future offshore wind developments; and improved access for existing terminal operations. (See site plan, attached.) The northern section will serve as the O&M facility, and the southern section will continue to serve TMT operations, including a marine terminal with transfer and storage facilities. The O&M facility is designed to initially service wind farms of up to 1,600 MW (about twice the initial size of the proposed Vineyard Wind and Mayflower Wind projects.)

The applicant has worked with the firm GPI to coordinate landscaping, drainage, and other aspects of the project with work related to the Beach Road project.

The applicant has identified the following primary goals for the project:

- Provide a centralized control facility for offshore wind operations and maintenance
- Reduce greenhouse gas emissions by supporting offshore wind
- Support economic growth and diversification, and job creation on the Island
- Maintain and improve TMT infrastructure
- Enhance public access to the shoreline and maintain the working waterfront

Southern Section

Replacement and realignment of existing solid-filled pier (1): The existing solid-filled pier will be replaced by a 3,330 ft² steel sheet pile structure and concrete deck perpendicular to the shoreline. This represents a 222 ft² increase compared to the existing pier.

Barge access and berthing areas (2): Three new 800 ft² barge ramps will replace the existing barge facility (including one existing ramp) and allow for simultaneous loading and unloading. The applicant is seeking to permit all three ramps for either land-based or seaward construction, but has stated that the easterly ramp would be constructed on guide piles over the water, in order to allow the maneuvering of vehicles on the deck.

Steel bulkhead improvements (3): An existing 209 ft bulkhead will be reinforced with steel sheet piles supported by grouted soil anchors. In addition, a new 70 ft bulkhead with 35 ft return will extend from the northeast corner of the new pier to stabilize the berthing area.

Northern Section

Facility berthing area (4): Three new berths (one 70 ft wide and two about 57 feet wide) will be created side-by-side for operations and maintenance vessels. The two smaller berths will be separated by a 1,704 ft² floating dock supported by steel piles that also acts as a wave attenuator. The larger berth will be separated from the smaller ones by three dolphin clusters. A 202 ft sheet pile wave fence (embedded in the existing substrate) will be constructed to the northeast of the larger berth. The wave fence will include a 6 ft catwalk for access to the larger vessels, and would reduce the need for maintenance dredging in the berthing area.

New bulkhead and fender system (5): A new 200 ft steel sheet pile bulkhead will be constructed along the landward side of the berthing areas. The bulkhead will have an integral fender system and about 70 ft of “environmental windows” along the bottom, which would allow water to circulate underneath the proposed pier deck (see below), reducing the need for intertidal and maintenance dredging.

New pile-supported pier deck and bulkhead (6): A new 30,476 ft² pile-supported pier deck will be constructed landward of the berthing area, and connect to the existing shoreline. (The total area of the deck was reduced by about 100 ft² to make room for a proposed boardwalk; see below.) As part of that structure, a 35-ft-wide concrete deck will be constructed along the berthing areas to support

heavy equipment and materials. The rest of the platform would have either timber or concrete decking and be used for storage and TMT parking (32 spaces). The pier deck would be supported by 156 piles. Timber decking could be constructed with 12-inch timber piles, while concrete decking would require 20-inch concrete piles. The total impact area of the 20-inch piles would be about 340 ft². A new 283 ft steel bulkhead would run along the southern edge of the pier deck. The applicant has stated that if the deck is made of concrete, it will be porous.

Marine support building and access way (7): A new 9,511 ft² support building along Beach Road would be used for storage related to wind farm operations and maintenance, along with crew facilities and offices. Vehicles would access the new building, pier deck, and berthing areas from Beach Road via a gated driveway between the building and the pier deck.

Public lookout (8): The project will include an 800 ft² public lookout platform just east of the pier deck, and a boardwalk along that part of Beach Road, between the platform and the site entrance. Plans for the platform are still preliminary, but it would likely be supported by 15 12-inch timber piles and include an ADA-compliant landing. The platform would also provide public access to a small beach. The applicant would be responsible for maintaining the platform, boardwalk, and beach.

Dredging

An area of about 42,609 ft², extending across the southern and northern sections of the site, would be dredged to provide adequate water depths for the operations and maintenance vessels. Dredging in those areas is proposed to an elevation of -18.4 ft NAVD88, with an allowable 1 ft overdredge, and would remove about 14,759 cubic yards of sediment. Additional dredging of about 5,923 cubic yards (down to -14 ft NAVD88 with an allowable 1 ft overdredge) would be done in the existing TMT operations area. The applicant has proposed reusing the sediment from this and subsequent dredging for beach renourishment or other purposes on the Island, including the proposed beach just east of the vehicle deck, as outlined in the Notice of Intent.

Alternatives

The applicant has provided an analysis of alternative locations and infrastructure, and concluded that the TMT site is the only viable alternative because 1) it is an existing marine industrial property, 2) it lies in relative proximity to the future wind farms, and 3) it has access to navigable waters deep enough for the vessels. Foth also states that it would have the least environmental impact of the alternatives, and would improve the aesthetics of the working waterfront.

2. ADMINISTRATIVE SUMMARY

2.1 DRI Referral: Tisbury Conservation Commission

2.2 DRI Trigger: 5.1a (Development in Harbors), 5.2 (Change in Intensity of Use of Commercial Pier), 5.3a (New Commercial Facilities on Pier), 5.3b (Expansion of Commercial Facilities on Pier), 5.3c (Change in Intensity of Use of Pier), 9.2e (Wind Energy Facilities – Other)

2.3 LUPC: Jan. 11, 2021

2.4 Site Visit: A virtual site visit with the Massachusetts Environmental Protection Agency was conducted on May 1, 2020. A site visit for the MVC has not yet been scheduled.

2.5 Public Hearing: April 8, 2021

3. PLANNING CONCERNS

3.1 Key issues

- Housing and employment
- Traffic and parking
- Climate change resilience
- Impact on coastal resource areas

3.2 Affordable Housing

Applicant's Proposal

The applicant has stated that either Vineyard Wind or General Electric (potential O&M tenants and employers) would rent out rooms for seasonal workers, and in the case of GE, workers who relocate to the Island would receive additional benefits for a period of time after they relocate.

TMT worked with Rockland Trust and Martha's Vineyard Island-Wide Realty to estimate what type of housing future offshore wind technicians at TMT could potentially afford. In developing the estimates, TMT assumed 40 employees with an average salary of \$70,000. Using the general assumption that affordable housing should cost no more than 1/3 of your salary, and also the common requirement of landlords that a tenant's income be at least 40 times the monthly rent, TMT identified a target monthly rent of \$1,330–\$1,750 for individual employees, and \$2,280–\$3,000 for employee households (assuming their spouses make \$50,000/year). It was determined that an employee making \$70,000/year would not qualify for a loan to buy a 3–4 bedroom house for \$700,000 on the Vineyard, but could potentially qualify if they also rent out two bedrooms. An offshore wind technician with a spouse making \$50,000/year could borrow enough to buy a \$975,000 home on the Vineyard.

To comply with the MVC Housing Policy, the applicant has proposed setting a goal that 100% of year-round employees will be Island residents within 5 years of the start of operations. To accomplish this goal, the applicant will include a requirement in future leases that the O&M tenant prepare a Local Hiring and Housing Study Plan no later than 6 months prior to occupancy. The plan will identify how the applicant (or tenant) intends to address housing for the O&M employees, and will be presented to the Commission. If the tenant does not prepare the plan, then the applicant will do so itself. The applicant has also proposed that in lieu of this offer, it may present other approaches acceptable to the MVC and consistent with the Housing Policy.

It should be noted that the above proposal does not in itself comply with the MVC Housing Policy, which requires either the provision of actual housing units or monetary mitigation to account for the projected housing needs created by the project.

Staff Review

- The proposed project includes the development of a 9,511 ft² building for an Operations and Maintenance Facility. It is estimated that 3,170 ft² will be used for office space and the other two

thirds (6,341 ft²) will be used for storage. The recommended monetary mitigation for Warehouse and Office Use are as follows:

- a. Warehouse: 6,341 ft² X 1 Warehouse X \$8 = \$50,728
- b. Office: 3,170 ft² X 2 Office X \$8 = \$50,720

- The applicant has worked with Rockland Trust to estimate the cost of housing based on an average employee's salary of \$70,000. The applicant anticipates that an employee would be able to access a bank loan to purchase a \$975,000 home on-Island. The applicant anticipates that all TMT workers will be living on Martha's Vineyard within the next five years. There were suggestions that some workers would be married with additional income or could rent rooms in their newly purchased home.
- Assuming a 30-year fixed rate loan at 3.5%, someone with annual income of \$70,000 could afford a \$400,000 home, depending on a 10% down payment; someone with an income of \$120,000 with the same borrowing terms could afford a \$600,000 home. Given COVID-19, the median home sale in 2020 exceeded \$1 million.
- MVC staff recommends the following options to secure employee housing:
 - TMT continues to work with Rockland Trust and the future tenant to guarantee a company-backed loan program for future TMT employees.
 - TMT provides on-site dormitory housing in addition to the proposed locker room and shower facilities for workers. Further, staff recommends waiving the monetary mitigation in exchange for actual housing.
 - It should be noted that the operations will be weather dependent and there are no guarantees that all workers will be living on-Island within the next five years.
- At this time, the applicant has not submitted a housing offer consistent with the MVC's Housing Policy.

3.3 Economy

The project would support a variety of year-round jobs related to the construction, operation, and maintenance of offshore wind projects, including jobs that would be needed for as long as the life of a wind farm, or about 25 years. This would include skilled technical jobs that would help diversify the Island economy. Vineyard Power estimates about 40 full-time jobs associated with the project, equating to about a \$3.8 million annual stimulus to the Island economy, including both direct and indirect benefits. TMT has set a goal that within five years all of the new employees will be Island residents (see section on affordable housing). The eventual O&M tenant would be responsible for hiring the new employees. All current TMT employees are Island residents.

TMT and Vineyard Power have worked with ACEMV to secure up to \$240,000 in grants to support tuitions for local workforce training. The applicant has also established an Offshore Wind Power Technician Certificate program and held open houses through the MV Regional High School and ACEMV. The applicant has stated that additional certification programs, open houses, and funding opportunities are expected in the future.

Further information about employment at the O&M facility, including a list of proposed job titles, descriptions, typical qualifications, and salary range, was provided in a [March 19, 2021, memo](#) to the MVC; further information about economic development and workforce options was provided in the applicant's Nov. 24, 2020, memo to the commission, which is attached to the March 19 memo.

Staff Review

- The Tisbury Marine Terminal expansion will be the staging area for future offshore wind development, and part of a network of facilities on the east coast intended to service the offshore wind industry. The overall proposal will also provide improved access and circulation for the existing TMT marine operations.
- The proposal includes the following:
 - A centralized control facility for offshore wind operations and maintenance while reducing greenhouse gas emissions through the support of offshore wind
 - Support of economic growth with the creation of an estimated 40 full-time, year-round jobs in the Blue and Green Economic Sectors. The creation of new jobs that will require workforce development training and education are consistent with the Island Plan's recommendations to help diversify the Island economy.
 - The applicant has worked with ACEMV and MVRHS in collaboration with Bristol Community College to ensure educational and technical training.
 - The proposed new building will be designed to adapt to sea-level rise, as well as current building and fire safety codes.
 - Improvements to the existing TMT coastal infrastructure, in addition to the internal circulation and access on the site.
 - Improvements to public access to the shoreline and support of the town's objective to maintain a working waterfront on Vineyard Haven Harbor.
- The Tisbury Marine Terminal will continue to operate on a year-round basis.
- The potential impacts to municipal services such as police and fire are likely to be minimal, since the proposed project is located in a densely developed commercial area.
 - The proposed building will be an improvement to fire and public safety.
 - The proposed project will be tied into town water and sewer at the applicant's expense.
- The TMT property was assessed at \$2,187,500 and generated \$20,968 in property tax revenue for Tisbury in FY 2020.
- The development of the proposed project will create a small number of temporary jobs in the construction and professional service sector industries.

3.4 Traffic and Parking

Information Provided by Applicant

Tighe and Bond reviewed the potential traffic trip generation and impacts to Beach Road, and concluded that the project does not trigger local traffic review. Tighe and Bond noted that the MVC review process may require a Traffic Impact Assessment.

According to documents provided to Tighe and Bond, up to 56 employees could be working at the site at times when crews are unable to go offshore. The Tighe and Bond report states that daily employee trips to and from the site would range from 50 to 112. Based on comparable land uses in the ITE Trip Generation Manual, Tighe and Bond estimates the site would generate a total of 143 daily trips, or about 1% of the 13,500 daily vehicles on Beach Road, as estimated by MassDOT.

The applicant has stated that the terminal expansion will not lead to an overall increase in freight or traffic, but that improvements to the terminal facility will create new opportunities to haul trash, wastewater, hazardous materials, and sand/aggregate on and off the Island without having to transport those materials on the SSA ferries.

Operations and maintenance vessels would typically leave their berths in the morning and return in the evening, but would occasionally stay offshore for longer periods. The applicant has stated that most equipment would be delivered to the site by vessels rather than vehicles. During major storms the vessels will be sheltered offshore.

The proposed expansion north into Vineyard Haven Harbor, including the vehicle deck and wave fence, would remain about 255 ft south of the existing SSA ferry channel, measured from the tip of the wave fence. The wave fence would align with the existing breakwater 627 ft to the north.

Additional information related to traffic, including a description of proposed typical operations and a typical daily workflow, is included in the applicant's [March 19 memo](#) to the MVC.

Staff Review

Existing and Proposed Trip Generation: Beach Road has two 12-foot-wide travel lanes in each direction, with a three-foot-wide shoulder on both sides. The shoulder on the project side of Beach Road is covered in sand, and the fog lines are not visible whatsoever. A sidewalk exists across the street, in front of Winds-Up. Crosswalks exist along Beach Road on either side of the terminal. Future improvements along Beach Road include the construction of a Shared-Use Path from Winds-Up to 5 Corners, making bicycle and pedestrian travel much safer throughout that stretch of Beach Road.

The Institute of Transportation Engineers (ITE) Trip Generation manual describes waterports, or marine terminals, as areas used for the transfer of materials between land and sea and possibly for the storage of these materials. These ports generally contain ship berths for transferring cargo in bulk or containerized form, enclosed and outdoor storage areas, and office space. Truck trips accounted for approximately 38% of the total weekday traffic at container terminals, and 60% at break-bulk terminals. Research conducted by the source that provided this data indicated that revenue-ton was the best indicator of traffic generator for port facilities. Trip generation rates were as follows:

- 0.45 average weekday vehicle trip ends per average weekday revenue-ton for container terminals; and
- 0.30 average weekday vehicle trip ends per average weekday revenue-ton for break-bulk terminals.

In evaluating waterports/marine terminals, a total of seven studies were conducted, all with an average of three berths. The average Trip Generation Rate per Berth was 171.52 trips. The Tisbury Marine Terminal currently has one berth, which would generate roughly 172 daily trips according to ITE.

The Tisbury Marine Terminal currently runs 23 trucks off Island, which equates to roughly 84,000 tons of freight handled. These same methods were applied in projecting future trip generations.

The proposed expansion of the Tisbury Marine Terminal will have a total of three berths, which would generate roughly 515 daily trips according to ITE. The proposed expansion would keep those same 23 truck trips on-Island as opposed to boarding the SSA ferries.

The existing Packer operation currently has nine standing reservations per week on SSA ferries for 34-foot and 58-foot trucks to haul trash and containers off-Island. They typically only use about five reservations per week. Unused reservations are offered to suppliers and vendors that would come to the facility, but not always used.

The trip generation table below shows that the existing Tisbury Marine Terminal and Packer operation generate 181 daily trips.

The proposed expansion and Packer operation will generate 524 daily trips.

TRIP GENERATION TABLE

Description/ITE Code	Units	Expected Units	Total Generated Trips			Total Distribution of Generated Trips						
			Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By	
Existing Land Uses												
Waterport/Marine Terminal 010	BERTHS	1	172	N/A	N/A	N/A	N/A	0	N/A	N/A	0	
Packer Operation	Reservations	9	9	N/A	N/A	N/A	N/A	0	N/A	N/A	0	
Existing Trips			181 Daily Trips									
Proposed Land Uses												
Waterport/Marine Terminal 010	BERTHS	3	515	N/A	N/A	N/A	N/A	0	N/A	N/A	0	
Packer Operation	Reservations	9	9	N/A	N/A	N/A	N/A	0	N/A	N/A	0	
Proposed Trips			524 Daily Trips									

Existing and Proposed Parking: The existing parking lot at the Tisbury Marine Terminal is accessed from Beach Road via a 65-foot-wide gated driveway (see below).



The applicant has provided a total of 32 vehicular parking spaces for its 56 employees. Some employees take public transportation and/or get dropped off. A loading dock for trucks is also provided internally, within the gated parking lot. The existing and proposed project lies in the Waterfront/Commercial Districts. According to Tisbury Zoning Bylaw 07.07.02, the Business District 1 and Waterfront/Commercial District are exempt from the Tisbury Parking Regulations.

Existing and Proposed Circulation: The applicant has provided sufficient circulation plans and has adequately shown that trucks and other vehicular traffic can safely move within the lot. Tisbury Zoning Bylaw 06.08.00.02 (Vehicular Access) states, “The site shall be designed so that no vehicle back onto a public way, or be parked on a public way while loading, unloading, or waiting to do so.” At no time will a truck or vehicle have to back out onto Beach Road.

MVC staff concludes that the Tisbury Marine Terminal Expansion will have a negligible effect on the surrounding area.

Additional site photos







3.5 Climate Change Resilience

The site lies within the Coastal DCPC, Tisbury shore zone, and FEMA VE and AE zones, and is vulnerable to storms and sea-level rise, which will increase over time. The site would have an average upland elevation of 6 ft NAVD88, which is about 2 ft higher than the proposed Beach Road pavement following reconstruction by MassDOT, so the proposed driveway apron would have a 2 ft grade change. The applicant has stated that if Beach Road is raised in the future, the apron could be reconstructed to accommodate an increase of between 2 and 4 ft.

The proposed steel bulkheads are designed to withstand waves and flooding from a current 50-year storm event. The applicant has stated that designing for the more severe 100-year storm is not feasible since it would require elevating the site to connect to existing infrastructure, including Beach Road. The proposed wave fence and pile-supported breakwater, which would help protect the vessel berths, are also designed to the 50-year storm. The proposed breakwater will help protect the terminal site, and the O&M building would be raised 4 ft to accommodate flooding in the FEMA AE zone. Other critical infrastructure at the terminal, including electric utilities, would also be elevated above the FEMA AE zone.

The proposed warehouse building would be raised 10 ft above the base flood elevation. (The building will be all-electric, with air-source heat pumps and additional power provided by onsite solar panels, although the total capacity of the solar panels has not yet been provided.) Foth has stated that the proposed bulkhead structures can be raised 2 ft in the future to accommodate projected sea-level rise. The applicant is proposing only standard electric utilities, but has stated that if O&M vessels were to require electric charging stations in the future, the TMT tenant at that time may consider adding that type of infrastructure.

The project would support the development of the offshore wind industry, which would in turn reduce greenhouse gas emissions and help mitigate the effects of climate change. (The state’s commitment to procure 1,600 MW of offshore wind energy would amount to a reduction of about 3.2 million tons of CO₂ per year.) The applicant has stated that supporting offshore wind is the single biggest step we can take to mitigate the effects of climate change, including sea-level rise and other effects on the Island.

3.6 Coastal Resource Areas

The project site includes the following coastal resource areas, which are regulated under the Wetlands Protection Act (310 CMR 10) and Tisbury Wetland Regulations:

- Coastal Beach
- Barrier Beach
- Land Under the Ocean
- Coastal Dune
- Land Subject to Coastal Storm Flowage (LSCS)
- Land Containing Shellfish
- Habitats of Rare Wildlife (mapped by NHESP)

Estimated Impact of Project Elements on Coastal Resource Areas, in Square Feet (adapted from Notice of Intent)

	Coastal Beach	Land Under Ocean	Coastal Dune	LSCS	Land Containing Shellfish	NHESP
TMT bulkhead and return	175	350	0	175	525	0
TMT dolphin piles (1 cluster outside dredge area)	0	15	0	0	15	0
TMT barge ramp winches	837	0	1,856	2,693	2,693	0
Solid-filled pier (reconstruction; impacts are calculated as net change from previously constructed)*	0	3,300	0	0	-222	0
Offshore wind O&M bulkhead along berth area	0.2	8.1	0	0.2	8.1	0
Offshore wind O&M bulkhead (along beach with existing riprap)	12.2	0	0	12.2	12.2	0
Offshore wind O&M access road	3,112	0	4,338	7,450	4,950	0
Offshore wind O&M – wave fence	0	9	0	0	9	7
Public lookout (12” timber piles)	11.8	0	0	11.8	11.8	0
Timber or concrete O&M pile-supported deck (156 20” piles)	129	212	0	129	341	0
Concrete O&M pile-supported deck (48 piles)	15	98	0	15	15	0
O&M facility building (136 piles)	0	0	136	136	0	0
Sediment fill on lot to elevation +6 ft NAVD88	0	0	23,110	23,110	0	0
TMT/Packer dredging	2,068	26,073	0	2,068	28,141	0
O&M dredging	216	42,393	0	216	42,609	0
*The solid-filled pier is being reduced in overall size by 252 ft ² which is within Land Under Ocean. The area will be dredged to -14’ NAVD88 where being removed, then fill placed to top of solid-filled pier elevation, +6’ NAVD88.						

The proposal aims to mitigate the impact to the above resource areas, within the constraints of the project site. Section XII of the Notice of Intent, "Assessment of Resource Area Impacts," defines each resource area, assesses the potential impact from the project, discusses how the project meets specified performance standards, and proposes various mitigations. The Notice of Intent also discusses how the project aligns with policies of the MA Office of Coastal Zone Management, and outlines mitigation measures related to dredging and construction.

The Department of Environmental Protection has designated the TMT property an Activity and Use Limitation (AUL) area, since there are four buried fuel tanks that previously contained petroleum hydrocarbons. The DEP inspected the site in 2013 and did not find any contaminants in the area surrounding the AUL.

3.7 Stormwater and Drainage

The applicant has submitted a Stormwater Management System Report by Field Engineering, which proposes a subsurface recharge system for runoff from roof drains, gravel surfaces to infiltrate runoff from the terminal, scuppers and timber decking to handle runoff from the pier, and a right-of-way asphalt apron onto the Beach Road drainage system. The applicant has further stated that coastal resource impacts will be mitigated by permit and license conditions, and time-of-year restrictions.

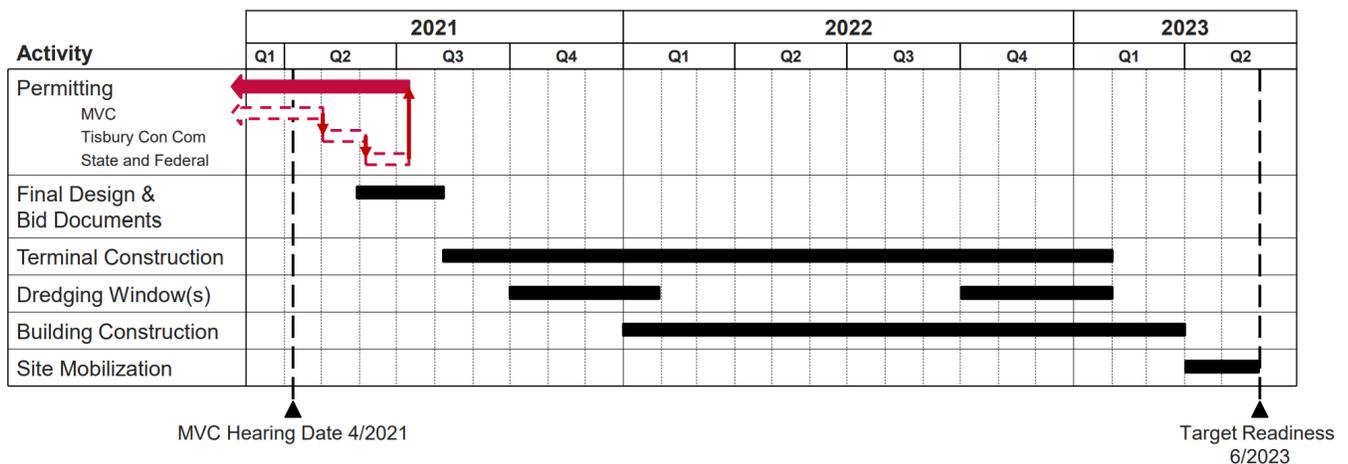
The town had inquired about a storm drain that currently flows into Lagoon Pond, and whether it could be redirected into Vineyard Haven Harbor. Foth is currently working with the town and the Beach Road project engineers (GPI) to accommodate the redirected drain.

3.8 Wastewater

The project will connect to the town sewer, and the applicant has stated that the TMT property has more than enough allocated flow to accommodate the proposed changes. According to Tisbury Wastewater Operations, the property is currently allocated 250 gallons per day.

3.9 Phasing and Construction

The applicant has provided the following timeline for development:



The timeline assumes that the first offshore wind farm will begin operations in 2023, although the first wind farm might not necessarily be associated with the TMT tenant. The applicant anticipates that the tenant will begin hiring prior to occupancy, so the local hiring and employment plan would be required no later than 6 months prior to operations. (See section on affordable housing.)

3.10 Landscape and Lighting

The project will be highly visible from Beach Road and Vineyard Haven Harbor. The applicant has submitted a landscape plan and adopted plantings that were previously approved for the MassDOT Beach Road project. The applicant has also stated that native plants and shrubs will be used in consultation with the MVC, and that all exterior lighting, including at each of the three barge ramp towers, will comply with International Dark Sky Association (IDA) standards. A proposed fence east of the site entrance would be located along the northern edge of the landscaped area, rather than along the proposed boardwalk. All public utilities would be underground, with connections to Beach Road.