Vineyard Wind Maintenance Building

Owner: Harborwood LLC (Sam Dunn); Vineyard Wind would assume ownership upon receipt of MVC and Conservation Commission approvals

Applicant: Harborwood LLC (Sam Dunn); Vineyard Wind 1 LLC (Sarah Schweitzer, Jack Arruda), Foth Engineering (Carlos Pena), Vineyard Power (Richard Andre)

Proposal: Construction of Vineyard Wind operations and maintenance building

Zoning: Waterfront Commercial

Permits: Building permit, sewer flow approval (Select Board), Conservation Commission approval

Checklist: 3.1b (3,500+ ft² commercial development), 3.4b (Storage of fuel/hazardous materials)

Mandatory review
Project history

- Property was subdivided into two lots with MVC approval in 2021, and Lot 1 was relabeled 69 Beach Road (Map 9, Block B, Lot 18.1).
- Lot 1 includes most of a 4,000 ft² commercial building constructed in 1978, and part of a smaller commercial building toward the back of the site.
- A large commercial building toward the front of the site was removed in 2019.
- Property is currently used for parking, commercial storage, and a food truck.
- Prior to subdivision, the property had been the subject of a DRI involving 52 residential units, but that proposal has been on hold since 2020.
Proposal

• Construct an approximately 36,000 ft\(^2\) operations and maintenance building to support the Vineyard Wind project south of the Island, including office space, storage, and parking.

• The property is mostly within the FEMA VE flood zone and the building would be elevated two feet above the base flood elevation, with parking below.

• Part of a larger operations and maintenance system for Vineyard Wind, including the expansion of the Tisbury Marine Terminal at 91 Beach Road (approved as DRI 277-M in 2021), and the development of a helicopter hangar at the Martha’s Vineyard Airport (under review as DRI 726).
### Proposal: Square footage breakdown

<table>
<thead>
<tr>
<th>Category</th>
<th>Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Footprint</td>
<td>11,200 ft²</td>
</tr>
<tr>
<td>Lower floor parking</td>
<td>11,200 ft²</td>
</tr>
<tr>
<td>Main floor interior</td>
<td>10,800 ft²</td>
</tr>
<tr>
<td>Warehouse</td>
<td>5,900 ft²</td>
</tr>
<tr>
<td>Support access</td>
<td>2,450 ft²</td>
</tr>
<tr>
<td>Locker rooms</td>
<td>1,250 ft²</td>
</tr>
<tr>
<td>Meeting room/canteen</td>
<td>1,200 ft²</td>
</tr>
<tr>
<td>Upper floor office area</td>
<td>2,900 ft²</td>
</tr>
</tbody>
</table>
Planning concerns

- Stormwater and drainage
- Wastewater
- Traffic and transportation
- Economic development and housing
- Energy
- Character and identity
- Landscape and lighting
Stormwater and drainage

• The site is mostly within the FEMA VE flood zone.
• The area currently has about a 25-50% annual chance of flooding, which will likely increase to 50-75% by 2030, and to more than 75% by 2070. (The building has an expected lifespan of 60+ years with proper maintenance.)
• First floor of the proposed building would be elevated two feet above the base flood elevation, as required under the state building code, with parking below.
• The parking area would be at least partly open on three sides (north, south, and west) to allow floodwaters to pass through, with the bottom of openings even with ground level in front and back, and about two feet higher along the sides. The openings will be covered with breakaway lattice fencing.
• The project is designed according to the 2016 FEMA Flood Insurance Rate Maps, which do not account for sea-level rise or storm surge.
Stormwater and drainage

• The applicant has stated that any future raising of Beach Road as a result of sea-level rise could likely be accommodated, but could result in the parking area being lower than the road. In that case, it is not clear how floodwaters would be dispersed.

• Apart from storm surge, the property has been the subject of occasional flooding during and after rainfall. According to Sourati Engineering, groundwater monitoring data from 2020-2022 shows that this flooding is the result of runoff from adjacent properties, rather than from groundwater, although the water table is at a shallow depth.
Stormwater and drainage

• The site is currently lower than the abutting properties, and would be raised about four feet in an effort to mitigate flooding.

• The applicant has characterized the proposed regrading as minor under the state residential building code, but the residential code does not apply to commercial projects and does not elaborate on minor regrading.

• Plans show that the property would be about four feet higher than the parcel to the west, with a drainage swale in between.

• Plans show a decorative stone wall along Beach Road and an approximately 6 ft retaining wall along the ramp on the eastern side of the building. The applicant has stated that the wall along Beach Road could be eliminated.
Proposed
Stormwater and drainage

• In general, adding fill to land in a flood zone is not an accepted practice, as it can cause stormwater to be diverted onto nearby properties where it can cause damage.

• Tisbury Wetlands Bylaw regulations state that “work shall not reduce the ability of the land to absorb and contain floor water or to buffer inland areas from flooding and wave damage.”

• The proposed regrading is subject to Conservation Commission review and approval.
Stormwater and drainage

• The site is currently about 85% impermeable as a result of previous and existing uses, and the impermeable area would be reduced by about 10,363 ft² (43%).

• However, the applicant has stated that the existing 4,000 ft² commercial building will be reconstructed on the abutting property at 61 Beach Road (Lot 2 of the subdivision), which would increase the impermeable surface area on that property by 4,000 ft², with potential drainage impacts.

• A drainage plan designed for a 25-year storm event shows roof drains and a subsurface recharge chamber, as well as a drainage swale along the western edge of the property.
Existing Improvements Area Sketch

Tisbury, Massachusetts
Ansonia Parcel 9-0-08.1
69 Beach Road proposed for
Harborwood, LLC
Scale 1"=30' February 11, 2022

Sonsrai Engineering Group LLC
P.O. Box 6458
307 Beach Road, Suite 202
Vineyard Haven, MA 02568
Phone (508) 693-9033 Fax (508) 693-4933

Lot Area: 29,214 sf

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Lot Area: 29,214 sf
Wastewater

- Proposed building would be connected to the town sewer, with a proposed flow of between 550 and 800 gallons per day (GPD).

- When the property was subdivided last year, the lot in question was by default removed from the sewer district, so there is an article on the April 12 town meeting warrant to add Lot 1 to the district. If the article passes, then the applicant can apply for a sewer permit.

- Tisbury Wastewater Superintendent has set aside the required sewer flow of up to 800 GPD for the project.

- A sewer line is planned for sometime in April or May to coordinate with the Beach Road project that is underway.

- Proposed uses will include the storage of equipment and spare parts, including material classified as hazardous waste (waste oil, grease, refrigerants, etc.), the handling of which must comply with state regulations.
Traffic and transportation

• The applicant estimates that the project will generate an average of 74 daily trips (including all-year and seasonal activity), with a peak of 80 daily trips in the summer.

• Traffic-generating activity would include deliveries and the arrival and departure of staff, including van trips.

• The proposed parking area underneath the building would have 23 parking spaces and elevator access to the first level.

• Vehicle access to the property would be via a single gravel driveway on the east side of the building, with a turnaround and loading dock to the rear of the building.

• Another loading area would be located at the parking level.

• A sidewalk and ramp along each side of the building would provide access for staff and visitors.
### Traffic Assumptions for 69 Beach Road, DRI 81-M3

1/13/2022

<table>
<thead>
<tr>
<th>Season</th>
<th>Destination</th>
<th>Item</th>
<th>Each</th>
<th>Trips/Day</th>
<th>Days*</th>
<th>Total</th>
<th>Days/Year</th>
<th>Average</th>
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<tbody>
<tr>
<td>All Year</td>
<td>Building</td>
<td>Deliveries to 69 Beach</td>
<td>3</td>
<td>2</td>
<td>52</td>
<td>312</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Building</td>
<td>Staff Arriving/Departing</td>
<td>12</td>
<td>4</td>
<td>251</td>
<td>12360</td>
<td>360</td>
<td>34</td>
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<tr>
<td></td>
<td>Summer</td>
<td>Techs Arriving/Departing</td>
<td>12</td>
<td>2</td>
<td>126</td>
<td>3024</td>
<td>180</td>
<td>35</td>
</tr>
<tr>
<td>Winter</td>
<td>Building</td>
<td>Deliveries to Quayside and/or</td>
<td>6</td>
<td>2</td>
<td>65</td>
<td>780</td>
<td>6300</td>
<td>112</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Airport</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Building</td>
<td>Van of Techs Arriving/Departing</td>
<td>4</td>
<td>2</td>
<td>126</td>
<td>1008</td>
<td>180</td>
<td>55</td>
</tr>
<tr>
<td></td>
<td></td>
<td>to the Quayside</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Building</td>
<td>Deliveries to Quayside and/or</td>
<td>6</td>
<td>2</td>
<td>126</td>
<td>1512</td>
<td>180</td>
<td>45</td>
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<tr>
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<td>Airport</td>
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</tbody>
</table>

- deliveries assumed once a week from off island/elsewhere
- site team staff arriving to work each day, conservative assumption which includes everyone leaving the site for lunch
- technicians going to the office when weather is too poor to go offshore, conservative assumption which includes everyone
- deliveries to the quayside and/or airport when the weather is acceptable to take materials offshore, expected to occur out
- technicians going to the office to be taken to the quayside to go offshore when the weather is acceptable, expected to occur

- vans taking technicians to the quayside on weather acceptable days, expected to occur outside peak traffic hours. Note: In all likelihood many techs will walk from 69 Beach to the quayside rather than utilizing a van
- deliveries being taken to the quayside and/or airport on weather acceptable days, expected to occur outside peak traffic hours
- technicians going to the office when the weather is too poor to go offshore, conservative assumption which includes everyone

prior submission - 90 74 average annual daily trips (average of winter & summer plus all year)

prior submission - 105 80 peak annual daily trip in the summer (summer + all year)

*Based on weather models: In the winter (Nov 1 - May 1), 65 good weather days are projected and 115 poor weather days are projected. In the summer (May 1 - Nov 1), 126 good weather days are projected and 54 poor weather days are projected.
Economic development and housing

- The applicant has provided an Economic Narrative that covers the potential economic benefits of the project, as well as information about the anticipated jobs, and the applicant’s goals for providing housing to employees who will use the building.

- The applicant estimates the creation of 56 jobs, including 12-year-round onshore jobs, 24 year-round offshore jobs, and 20 seasonal offshore jobs.

- The offshore jobs would consist of rotating two-week shifts, so only up to 34 employees would be working at one time. Salaries would range from about $79,000 to $128,000.
<table>
<thead>
<tr>
<th>Jobs Associated</th>
<th>Range of Salaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Year Onshore Site Staff Jobs</td>
<td>12 Total Persons</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>All Year Offshore Technicians</td>
<td>24 Total: Rotating 12 Techs on / 12 Techs off every 2 weeks</td>
</tr>
<tr>
<td>Seasonal Offshore Technicians</td>
<td>20 Total: Rotating 12 Techs on / 12 Techs off every 2 weeks</td>
</tr>
</tbody>
</table>

3The number of jobs associated at the O&M Support building is based on current project knowledge. The actual number of jobs in each category may be more or less than indicated in Table 2 and will be refined as the project progresses.
Economic development and housing

• The applicant expects 50% of the jobs to be filled by Island residents in year one, with a goal of increasing that to 75% in year three, and 100% in year five. (Non-local workers would eventually be transitioned to off-Island work as more local workers are hired.)

• The applicant estimates that in year one, 18 workers will be “living locally,” meaning they will already have housing on the Island. (This estimate is based on the applicant’s direct knowledge of the local workforce.)

• The remaining workers, accounting for the two-week shifts, would indicate a need for 21 beds in year one.

• The applicant has further clarified that the goal is to make available on-Island market-rate rental housing to any worker who needs it. (Need will be measured at CO, years 3 and 5, and most 5-year intervals.)

• Vineyard Wind 1 LLC has signed a Memorandum of Understanding with the Island-based developer Delano & Co. to secure up to 15 units of workforce housing on the Island, including up to 10 units at 4 State Road and additional units at 52 William St. in Tisbury.

• The applicant has stated that additional agreements regarding workforce housing are underway.
Other planning concerns

**Energy:** The applicant anticipates installing rooftop solar with a capacity of about 50kW (pending final building design) on the eastern portion of the roof, and 3-5 electric vehicle charging stations.

**Character and Identity:**

- The building will be located in the vicinity of other light industrial and water-dependent uses in the Waterfront Commercial district.
- The exterior of the building will be wood panel.
- The side of the building facing Tisbury Marketplace would be mostly windowless, in part because views in that direction would be limited, and there would likely be warehouse shelving on the inside.
- Renderings and elevations show a Vineyard Wind logo and wave pattern on the side of the building.
- The proposed building would be 36 feet at the highest point.
Other planning concerns

**Landscape and Lighting:**

• A landscape plan has not been provided, but the applicant has stated that two existing honey locust trees along the road will remain, with two new honey locust trees added.

• The total square footage of proposed lawn and landscaped areas is up to about 9,480 ft².

• The open parking area below would be partially screened by vegetation.

• The applicant has stated that if required by the MVC, the project will use native alternatives to lawn, including plant species used at the nearby Boch Park, which were approved by the Conservation Commission.

• The applicant has stated that the green space around the building would be open to the public.

• *Grass lawns are generally not acceptable in a velocity zone, and staff has recommended that the applicant significantly reduce the proposed lawn area and cover most of the site with strongly rooted native and/or naturalized vegetation that is adapted to the local climate.*

• The applicant has stated that lighting will be limited to what is required for pedestrian and vehicles access and security, and that the fixtures will be Dark Sky compliant.