

ENF Environmental Notification Form

For Office Use Only
 Executive Office of Environmental Affairs

EOEA No.: 13424
 MEPA Analyst: Rick Bourré
 Phone: 617-626- 1130

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Steamship Authority Parking Lot		
Street: Aviation Way (Formerly Mary Dunn Way)		
Municipality: Barnstable	Watershed: Cape Cod	
Universal Transverse Mercator Coordinates: 15135002.22899 N; 1291797.20461 E	Latitude: 41°39'47.14"N Longitude: 70°16'34.79" W	
Estimated commencement date: April, 2005	Estimated completion date: May, 2005	
Approximate cost: \$200,000	Status of project design: 75 %complete	
Proponent: Woods Hole, Martha's Vineyard and Nantucket Steamship Authority		
Street: Railroad Avenue, P.O. Box 284		
Municipality: Woods Hole	State: MA	Zip Code: 02543
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Maryann T. Magner		
Firm/Agency: Edwards and Kelcey	Street: 343 Congress Street	
Municipality: Boston	State: MA	Zip Code: 02210
Phone: 617-242-9222	Fax: 617-242-9824	E-mail: mmagner@ekmail.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. 11138 - withdrawn) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. 12267) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres):

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: **Federal Aviation Administration (FAA) Release for long term (20 year) lease of land for non-aviation purposes.**

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- Land
- Water
- Energy
- ACEC

- Rare Species
- Wastewater
- Air
- Regulations

- Wetlands, Waterways, & Tidelands
- Transportation
- Solid & Hazardous Waste
- Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	8.3			
New acres of land altered		5.7		
Acres of impervious area	0	0	0	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	60	0	60	
Number of housing units	0	0	0	
Maximum height (in feet)	15	0	15	
TRANSPORTATION				
Vehicle trips per day	1,116	2,764	3,880	
Parking spaces (Seasonal) * See Project Description	248*	614	862	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0	0	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (SSA) proposes to build a gravel parking lot on Airport property, southeast of the East Ramp, off Aviation Way (formerly Mary Dunn Way). The purpose of the project is to replace an interim 650 space remote parking area that was taken by the Federal Aviation Administration for the construction of the Runway 33 Safety Area at Barnstable Municipal Airport. The interim lot (in use up until Fall 2004) had approximately 650 spaces. The new lot will provide 862 spaces, a net increase of 212. The proposed lot will be used by the Steamship Authority for over-flow automobile parking on a seasonal basis. The Airport will also use the lot for overflow parking during the several peak summer weekends.

The 8.3 acre site consists of a remaining portion of the interim lot and currently vacant land that has been previously used for non-aviation related activities. The lot would provide parking spaces for approximately 862 cars and maintain the existing staging area for approximately 15 trailer trucks. The lot will be fenced, lighted and have an attendant during operating hours.

Since the late 1980s, the SSA has been using the area as a truck staging area. Trailer trucks are diverted to this staging area to wait for the scheduled sailing time. Trucks coming off the vessels are taken to the lot to be picked up by the drivers. The staging area minimizes congestion at the waterfront. In the late 1990s, as part of the reconstruction of the ferry terminal and at the request of the Town, the SSA reduced the size of its terminal parking lot at the Hyannis waterfront. The SSA expanded and improved the truck staging lot it had been leasing from the Airport and established an interim, seasonal remote lot for passenger cars. The interim lot was expanded in 2002 in response to the continued reduction of illegal parking in the downtown and waterfront areas as well as the increase in "passenger-only" travel to Nantucket. Approximately 11,000 cars used the lot last summer.

Until recently, the Town planned to develop a large, paved permanent intermodal facility for 1000 cars at the Airport site. This project, which also included a by-pass road, is known as BUTAPS (Barnstable Unified Transportation and Parking Study). The Town has recently decided they will not build the paved intermodal facility. Additionally, the Airport is not planning to build a replacement lot. The SSA needs to construct a replacement parking lot in time for the 2005 summer season. In the future, if the Town decides to go forward with the bypass portion of the BUTAPS plan, the proposed parking lot would not interfere with the bypass roadway layout.

Alternatives

The proposed project will replace an existing (up until Fall 2004) interim seasonal remote parking lot. The interim lot was the result of several planning studies that addressed the issue of traffic circulation, pedestrian safety and parking in the downtown and waterfront areas of Hyannis. Several traffic planning studies identified the need for remote parking alternatives to downtown and waterfront parking. Additionally, the MEPA Certificates for the Ferry Terminal Reconstruction relied heavily on agreements between the Town and the Steamship Authority regarding off-site parking as mitigation.

The No-Build Alternative is unfeasible because it would result in several hundred cars parking (legally and illegally) in the downtown/waterfront of Hyannis every summer weekend.

Design options were considered for the parking lot. A paved lot is not economically feasible because it is only used between May and September. A gravel lot with a liner would be as expensive and perhaps more expensive than a paved lot. The Feasible Build Alternative is a graded gravel lot with 4 inches of dense gravel covered with 2 inches of compacted blue stone.

Mitigation

Because the lot is in a Zone II municipal groundwater protection area and the Cape Cod Sole Source Aquifer, several mitigation measures are proposed. The base of the graded lot will consist of 4 inches of dense graded gravel and 2 inches of compacted stone, similar to the previous lot. This base has been used in other SSA lots and has been effective in holding incidental oil and gas spills and coolant boilovers until the material can be removed and properly disposed. Groundwater monitoring wells will be installed hydrologically downgradient of the lot and groundwater samples will be collected in accordance with Massachusetts Department of Environmental Protection protocols on a monthly basis from May through October and once in January. Samples will be submitted to a Massachusetts certified laboratory for analysis of volatile organic compounds including methyl tert butyl ether (MTBE) by EPA Method 8260. A similar sampling program was established for the interim lot. Results of the sampling are then summarized and submitted to the Steamship Authority as well as the Barnstable Municipal Airport and the Barnstable Water Company. The lot will not be used for parking of any vehicles that transport petroleum products or hazardous materials. Washing or refueling of vehicles will not be allowed. The parking lot will be staffed and inspected daily when it is in use. A Spill Response Plan has been developed. Steamship authority personnel are trained in rapid response.

The interim lot (in use up until Fall 2004) had approximately 650 spaces. The new lot will provide 862 spaces, a net increase of 212. Traffic studies done for the Airport Terminal EIR factored in the planned 1000 car intermodal lot (no longer proposed). Planned improvements to Route 28, signalization of the intersection of Route 28 and Aviation Way, and improvements to Yarmouth Road will support the net increase in parking and traffic impacts are expected to be generally positive for the overall area. Message boards on Route 6 will be considered in order to direct traffic to the parking lot by way of Exit 7 in order to lessen congestion on Route 132, thus minimizing downtown traffic.