

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOEA No.: **13255 "R"**
 MEPA Analyst: **DEIRDRE BUCKLEY**
 Phone: 617-626-**1044**

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: Oak Bluffs Ferry Pier Reconstruction		
Street: Oak Bluffs Ave.		
Municipality: Oak Bluffs	Watershed: Nantucket Sound	
Universal Transverse Mercator Coordinates: 19 4590552N 370022E	Latitude: 41°27'05"N Longitude: 70° 33' 03"W	
Estimated commencement date:	Estimated completion date:	
Approximate cost:	Status of project design: 40 %complete	
Proponent: Woods Hole, Martha's Vineyard & Nantucket Steamship Authority		
Street: P.O. Box 284 Railroad Avenue		
Municipality: Woods Hole	State: MA	Zip Code: 02543
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jennifer Podhajski		
Firm/Agency: Maguire Group Inc.	Street: 33 Commercial Street	
Municipality: Foxborough	State: MA	Zip Code: 02035
Phone: (508) 543-1700 EXT 389	Fax: (508) 543-5157	E-mail: jpodhajski@maguiregroup.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. 13255) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) 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 301 CMR 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: Local Con. Com, MA DEP, Corp of Engineers) No

- List Local or Federal Permits and Approvals:
US Army Corps of Engineers permit application form 4345,
MA Wetlands Protection Act – Notice of Intent
MA Waterways - CH.91 License
MA Water Quality Certification 401 Application

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

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
Total site acreage	.7 acres			<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input checked="" 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>
New acres of land altered		0		
Acres of impervious area	0.7 acres	0	0.7 acres	
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		
Gross square footage	Not Applicable			
Number of housing units	0			
Maximum height (in feet)	0			
Vehicle trips per day	1845 (Aug 02)	No Change	No Change	
Parking spaces	68 landside 47 pier	-31 landside +34 pier	37 landside 81 pier	
Gallons/day (GPD) of water use	Not Applicable			
GPD water withdrawal	Not Applicable			
GPD wastewater generation/ treatment	Not Applicable			
Length of water/sewer mains (in miles)	Not Applicable			

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: **Estimated Habitat of Rare Species and Priority Habitat of Rare Species, NHESP Atlas, July 2003**) 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 **MA GIS Data layers/GIS Data Base December 2003.**

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.*)

There is an effort underway to reconstruct the Oak Bluffs Ferry Terminal and associated pier (Oak Bluffs Ferry Terminal) in Oak Bluffs, Martha's Vineyard. This terminal serves as a secondary ferry port for Steamship Authority service to Martha's Vineyard supplementing the Authority's main terminal in Vineyard Haven. There are numerous safety and transportation efficiency benefits that will result from reconstruction of the Terminal and surrounding areas.

The pier (the Site) is located on Martha's Vineyard, on the east shore of the Town of Oak Bluffs just south of Oak Bluffs Harbor. This property is identified as Parcel 38, Map 9, and has the address of 1 Sea View Avenue. This portion of the Site consists of the existing pier and existing Ticket Office.

The southern portion of land leased by the Steamship Authority, owned by the Town is identified as Parcel 1, Map 9 and has an address of 21 Sea View Avenue. This parcel extends south from the pier along Sea View Avenue. The town land to be developed is only a small portion of the overall project work Site. However, work associated with the project will only extend south to approximately Lake Avenue.

The Oak Bluffs Terminal is located on the north coastal area of Martha's Vineyard, facing generally east towards the open waters of Nantucket Sound. The Site serves as a secondary ferry port for the Steamship Authority service to Martha's Vineyard. During the summer tourism season, mid-May through mid-October, Oak Bluffs supplements the Authority's Vineyard Haven Terminal.

This project will reconstruct the Oak Bluffs Terminal. This terminal serves as a secondary ferry port for Steamship Authority service to Martha's Vineyard. During the summer season (mid-May through mid-October), the Oak Bluffs Terminal is used as a secondary terminal to supplement the Authority's main terminal in Vineyard Haven. The purpose of the reconstruction project and the resulting transportation benefits are as follows:

- a. To remove and replace the deteriorated mooring dolphins and to improve the safety and berthing efficiency for the ferry vessels.
- b. To replace the existing 35-foot transfer bridge with a 50-foot bridge that will decrease the existing, often steep slope of the bridge and increase vehicle safety and loading/unloading efficiency during all tide cycles as well as to better accommodate the newer model, longer wheel-based trucks.

- c. To separate passenger from vehicular traffic by adding a new walkway to existing pier, resulting in increased safety and security.
- d. To provide adequate vehicle-queuing space on the pier, separate from passenger pick-up and drop-off, resulting in a safer and more efficient operation.
- e. To separate passenger pick-up and drop-off from through traffic by installing a new concrete traffic island on Sea View Avenue resulting in better traffic control and increased safety.

Alternatives to the proposed project include taking no action, reconstructing the existing facilities in-kind on the existing Site, building a new ferry terminal elsewhere on the island, and various different configurations of the proposed improvements on the existing Site. Taking no action would not address the project need since the existing facilities would continue to deteriorate. Similarly, reconstructing the existing facilities in-kind on the Site would not fulfill the project purpose. It would correct deterioration problems, but would not address circulation, efficiency and safety issues.

Building a new ferry terminal elsewhere on the island is not considered practicable at this time. This is due to the lack of suitable space on the island and to the siting, permitting and environmental review requirements associated with a new terminal at a new location. Various other configurations on the existing Site were considered during the design process. The project as presently proposed represents a consensus worked out between the Authority, Town of Oak Bluffs, and the Conservation Commission with the benefit of an extensive public participation process. Any other alternative on the Site would not reflect this consensus.

Steamship Authority traffic through Vineyard Haven and Oak Bluffs has been increasing steadily for more than 30 years. This trend is expected to continue for at least another decade. At the request of the island community, the Steamship Authority is currently limiting automobile traffic during the summer months. To accommodate island passenger traffic, while limiting automobile passage, the Steamship Authority is proposing the subject reconstruction activities.

The existing Site is currently not able to handle the increased passenger traffic anticipated. In order to meet the project goals and realize its benefits, the existing Ticket Office will be refurbished to meet the aesthetic and safety needs.

The proposed reconstruction activities are also necessary to make improvements in pedestrian and vehicle traffic flow in and around the current pier. The current passenger pick-up and drop-off from automobiles, taxis, vans, public transit and tour buses, as well as most automobile staging for ferry passage, is now done on public street areas leased by the Steamship Authority from the Town. The proposed improvements will separate vehicle staging from public traffic by relocating vehicle staging onto the pier and passengers onto an additional decked area to provide increased safety measures, thus eliminating the traditional traffic conflicts that occur on Sea View Avenue at the current Ticket Office. Some additional aesthetic improvements will be made to the existing ticket office.

The improvements will increase the safety of passengers by separating the passenger pick-up and drop-off and staging from through traffic on Sea View Avenue. The improvements will also completely separate passenger traffic and vehicle traffic on the pier. Further, passengers will also be able to move safely between the street and vessels in a designated, ADA-compliant area.

Pier reconstruction activities associated with this project will enhance the structural integrity of the existing pier. In addition, the current 35-foot transfer bridge associated with the pier currently needs to be replaced with a 50-foot bridge to accommodate the longer trucks now commonly used to transport goods and materials to the island.

For additional information, please see the attached NOI dated January 2006.