**Commonwealth of Massachusetts**
**Executive Office of Environmental Affairs ■ MEPA Office**

# ENF Environmental Notification Form

*For Office Use Only*
*Executive Office of Environmental Affairs*
EOEA No.: 13024
MEPA Analyst: Nick Zavolas
Phone: 617-626- 1030

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: **Martha's Vineyard Airport Improvement Program** | | |
| Street: 71 Airport Road | | |
| Municipality: West Tisbury MA | Watershed: Islands | |
| Universal Tranverse Mercator Coordinates: N 15,038,170, E 1,197,680 | Latitude: 41° 23.58' N<br>Longitude: 70° 36.85' W | |
| Estimated commencement date: 2003-2004 | Estimated completion date: 2004-2010 | |
| Approximate cost: $27-30 million | Status of project design: 5 % complete | |
| Proponent: Martha's Vineyard Airport Commission | | |
| Street: 71 Airport Road | | |
| Municipality: West Tisbury | State: MA | Zip Code: 02575 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Rick Domas | | |
| Firm/Agency: Hoyle, Tanner & Assoc., Inc. | Street: 45 Bromfield St., 10th Floor | |
| Municipality: Boston | State: MA | Zip Code: 02108 |
| Phone: (617) 423-3600 Ext. 14 | Fax: (617) 423-4168 | E-mail: rdomas@hta-ma.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._____) ☒No

Has any project on this site been filed with MEPA before? ☒Yes (EOEA No. 2729, 5117, 5526, 5581, 6437, 6503, 8567, 8807) ☐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):
Funding to be sought from Federal Aviation Administration and MA Aeronautics Commission

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

List Local or Federal Permits and Approvals:

Please see Appendix C.

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 |
|---|---|---|---|
| **LAND** | | | |
| Total site acreage | 793[1] | | |
| New acres of land altered | | 53.5 | |
| Acres of impervious area | 95 | 43 | 138 |
| 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 | 374,616 | 154,638 | 529,254 |
| Number of housing units | 0 | 0 | 0 |
| Maximum height (in feet) | 35 | 35 | |
| **TRANSPORTATION** | | | |
| Vehicle trips per day | 8,350 | 6,200 | 14,550 |
| Parking spaces | 724 | 1,007[2] | 1,731 |
| **WATER/WASTEWATER** | | | |
| Gallons/day (GPD) of water use | 18,570 | 24,520 | 43,090 |
| GPD water withdrawal | N/A | N/A | N/A |
| GPD wastewater generation/ treatment | 8,972 | 21,090 | 30,062 |
| Length of water/sewer mains (in miles) | 1.0 - 1.3 | 0.0 – 0.3 | 1.0 - 1.6 |

**State Permits & Approvals**

- ☐ Order of Conditions
- ☐ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☒ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☒ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

Please see Appendix C.

Notes: 1. Includes land within avigation easements around the airport.
2. Includes 275 spaces developed by the Steamship Authority. Does not include prkg assoc. with private development.

**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: The airport is located within an area identified as Priority Habitat for Rare Species (PH 1786) and also contains a smaller area of Estimated Habitat for Rare Wildlife (WH 519) ) ☐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 Martha's Vineyard Airport Commission (the "Commission") operates the Martha's Vineyard Airport ("Airport"). It is a seven-member board appointed by the Dukes County commissioners. Currently, the Airport is the only airport in the Commonwealth that is owned and operated by a county. The Airport is managed by an airport manager, an assistant manager, aided by operations, maintenance and clerical staff.

**Project Site**

The Airport proper is a square mile of land situated centrally on the island of Martha's Vineyard. It is bound to the south by the Edgartown-West Tisbury Road, to the east by Barnes Road, and to the north and west by the Manuel F. Correllus State Forest. Over the years the Airport has acquired additional land in fee or avigation easements over surrounding parcels for aeronautical purposes. Currently, the Airport has 793 acres in fee or easement.

The project site is consists primarily of aviation facilities, namely the airfield, the main terminal area, aircraft parking aprons, private hangars, private T-hangars, a fuel farm and other related aviation facilities. The Airport has two primary runways. The main runway, Runway 6-24, 5,500 feet long, is designated a precision approach runway with navigation aids providing vertical and horizontal alignment information to approaching aircraft. The secondary runway, Runway 15-33, 3,297 feet long, is designated a visual approach runway. Both runways are accessed by a series of taxiways which connect the main terminal and aircraft parking aprons to the runway ends.

Also situated on the Airport are commercial retail businesses along the main Airport Access Road and various commercial/industrial uses in an Airport Business Park located to the east of the main terminal area and west of Barnes Road. This is a very successful business park and the income stream is used to finance the operations of the Airport. In recent years, the Airport has become self-sufficient and does not receive any county financial assistance at present.

In the early 1990's, the Airport constructed an on-airport wastewater treatment plant to serve the Airport. The Airport has a groundwater discharge permit allowing for a daily discharge of 61,000 gallons per day of treated effluent; however, the Airport is limited to 37,000 gallons per day, which is sized to the treatment capabilities of the present treatment plant.

Field surveys identified several previously- and newly-documented critical habitat areas located throughout Airport properties and on immediately adjacent state lands. The two primary critical community types, sandplain grasslands and heathlands, are characteristic of the low nutrient, low pH and droughty conditions that prevail at the airfield. In these ecosystems, sandy soils with low nutrient availability and water retentive capacity prevent

the growth of plant communities that require a richer environment. These conditions result in the development of communities dominated by high tannin species such as mixed oaks and pines. The presence of these species tends to further acidify the soil matrix resulting in decreases in soil pH levels and the subsequent precipitation of nutrients out of the soil profile. This condition results in a sterile environment—ideal growing conditions for a groundstory dominated by heathland species.

**Alternatives Considered**

The Martha's Vineyard Airport Improvement Program consists of 13 distinct projects, the majority of which are Airport-sponsored. These projects were derived from an extensive 2-year master planning effort with input from the Martha's Vineyard community, Airport users and tenants, the Federal Aviation Administration (FAA) and the Massachusetts Aeronautics Commission (MAC). The results of that effort are three bound volumes which collectively form the Martha's Vineyard Airport Master Plan, which covers the period 2000-2020.

In the master planning effort, alternatives were considered for several of the key components of the Improvement Program. A summary of these alternatives is as follows:

Airfield Options
In considering the fundamental dimensions and layout of the airfield, two options, keyed to the dimensions of different aircraft categories utilizing the Airport, were considered. The selected option addresses the growing demands being placed on the Airport by small and large business jets.

Aircraft Parking Options
How and where aircraft are parked on the Airport were considered in three options. These options examined mixing based and transient aircraft in varying locations and also segregating these classifications of aircraft, as their needs vary, i.e., based aircraft generally do not utilize services provided in a terminal. The selected option segregates based and itinerant aircraft and allows the Airport to develop facilities specifically targeted to the needs of each.

Main Terminal Curb
The main terminal curb is extremely congested in the summer peak periods, and improvements here are a high priority for Airport management. Two curb configurations were considered, both of which provided additional but varying amounts of capacity. The selected option allows segregation of various modes and addresses several of the design features in the present curb alignment which contribute to congestion and delay.

GA Terminal/ARFF Building
Siting a new general aviation (GA) terminal and Aircraft Rescue and Fire Fighting (ARFF) building was considered in four options, which considered separate and combined buildings in different Airport locations. Given the current and projected staffing levels at the Airport, Airport management selected an option which combines the two functions in a single located in close proximity to the existing main terminal.

Once the site and function of the building were established, the actual configuration of the building was examined in four different schemes (with differing curb and roadway access schemes as well). The selected building configuration/curb/access option addresses the existing and projected demand for GA passengers and pilots in an attractive new terminal, segregates GA traffic from the scheduled air passenger stream and provides new garaging and staff facilities for Airport operations and maintenance staff.

**Impacts and Mitigation**

A key potential impact of the Improvements Program is to the island's sole source aquifer. The Program addresses this directly and proposes state-of-the-art stormwater management systems for all new paved areas. In addition, the Airport has taken great care to examine the footprints of the proposed components of the projects to ascertain whether any rare species or rare species habitat will be affected. As noted elsewhere in this ENF, several infield areas will be examined further in the spring 2003 growing season and reported in the subsequent EIR. Similarly, additional development on the sizing and appearance of the proposed GA terminal/ ARFF building will be presented in a future EIR. This building and its landscaped grounds will fit within the island vernacular and will be appropriate in scale and appearance to the award-winning main terminal.