

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOEA No.: 13289
 MEPA Analyst: ANNE CANADAY
 Phone: 617-626-1035

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: Plymouth Municipal Airport Southwest Area Development Study		
Street: South Meadow Road		
Municipality: Plymouth and Carver	Watershed: Buzzards Bay	
Universal Transverse Mercator Coordinates: 4641120.474 northing, 356619.771 easting	Latitude: 41° 54' 32.488" North Longitude: 70° 43' 43.636" West	
Estimated commencement date: July 2005	Estimated completion date: November 2006	
Approximate cost: \$2,500,000	Status of project design: 50 %complete	
Proponent: Plymouth Airport Commission		
Street: 246 South Meadow Road		
Municipality: Plymouth	State: MA	Zip Code: 02360
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Laura Rome		
Firm/Agency: Epsilon Associates, Inc.	Street: 150 Main Street	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: (978) 461-6226	Fax: (978) 897-0099	E-mail: lrome@epsilonassociates.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. _____) No

EOEA Nos. 9689, 9033, 8636, 8093, 4707, 3024, 2817, 2591, 2590, 2437, 2290, 911

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 received from the Massachusetts Aeronautics Commission.

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify: Federal Aviation Administration) No

List Local or Federal Permits and Approvals:

NPDES, Order of Conditions from the Town of Carver

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

- | | | |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input 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
LAND				<input checked="" 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> 1. Wetlands may be subject to Carver Wetlands Protection Bylaw. 2. ITE 5.43/1000 sf light industrial 3. Title V estimate
Total site acreage	~ 700 ac			
New acres of land altered		25.78 ac		
Acres of impervious area	61.98 ac	9.76 ac	71.74 ac	
Square feet of new bordering vegetated wetlands alteration		0 sf		
Square feet of new other wetland alteration		4,700 sf ¹		
Acres of new non-water dependent use of tidelands or waterways		0 ac		
STRUCTURES				
Gross square footage	297,000 sf	29,800 sf	326,800 sf	
Number of housing units	0	0	0	
Maximum height (in feet)	Approx. 40'	0	Approx. 40'	
TRANSPORTATION				
Vehicle trips per day	1,613 ²	162 ²	1,775	
Parking spaces	150	25	175	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	4,000 gpd	4,500 ³	8,500	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	4,000	4,500 ³	8,500	
Length of water/sewer mains (in miles)	2 miles	1.2 miles (on-site only)	3.2 miles	

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

In a letter dated November 22, 2002, the Natural Heritage and Endangered Species Program (NHESP) confirmed that no rare plants or animals or exemplary natural communities are known to exist on the project site. The NHESP letter is included in Attachment 3 of this ENF.

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

As requested by the Massachusetts Historical Commission (MHC), the Airport has conducted an intensive (locational) archaeological survey of the project site. General results of that survey are found in Appendix C of this ENF. Specific results have been forwarded to MHC and, in a letter dated December 12, 2003, MHC determined that no further review is required. The MHC letter is included in Attachment 4 of this ENF.

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 Plymouth Municipal Airport is a general aviation airport located on an approximately 700 acre site in Plymouth and Carver, Massachusetts (See Figure 1, Locus Map). The Airport has been in operation since 1934. Operational activity at the Airport includes business transportation, industrial and commercial support, flight training, sightseeing, and recreational flying. Abutting properties include industrial, mixed business, and residential uses, and cranberry bogs. The Airport is serviced by the Town of Plymouth municipal water supply. Wastewater is treated on-site. (See Figure 2, Existing Conditions Plan.)

The proposed project has four components (See Figure 3, Proposed Conditions Plan). The first involves construction of 6,500 linear feet of two-lane roadway providing access to the proposed development area in the southwestern portion of the Airport. The road will end in a cul-de-sac, and its use will be limited to local traffic. An earlier design for the road showed it running the entire width of the Airport and connecting South Meadow Road on the north side and Federal Furnace Road on the south side. For both security and environmental reasons (the through road would have involved a wetland crossing), the roadway design was changed to the current proposed layout.

The second component is the construction of four aviation hangar buildings and related apron area and taxiways providing access to the new hangars. An approximately 10,500 square yard aircraft apron will provide the necessary frontage for the hangar buildings, and new taxiways will provide access from the hangars to the airfield. Vehicular access to the hangars will be from the proposed roadway.

The third project component involves clearing the tree canopy growing over an area of approximately nineteen acres. Federal Aviation Administration guidelines have identified these trees as obstructions to protected airspace that must be removed for safety reasons. A discussion of proposed tree clearing activities is included in Appendix B. Depending on the results of upcoming field survey, this project component may also involve grading of the Runway 6/24 Runway Safety Area. In addition, this project component involves construction of new obstruction lighting to light and identify objects located in upland areas beyond the limits of Airport property. Trees located along South Meadow Road that obstruct protected airspace will be

lighted instead of removed; preserving these trees will maintain a visual buffer of the Airport for residents along South Meadow Road.

The final component is implementation of a precision instrument approach to Runway 6. The installation includes a localizer/distance measuring equipment (DME) and a glide slope antenna. The localizer/DME consists of antennae and appurtenant subsurface cabling which provide aircraft information about their lateral location relative to the runway. In July 2003, the MEPA Office issued a determination allowing this installation to proceed in advance of this ENF, and the installation has been completed. The glide slope provides information about vertical location and is being designed now by the FAA; it will be installed later this year or early next year. This project component may require grading of the glide slope critical area located to the southeast of Runway 6, depending on the results of field survey. The purpose of installing the equipment is to improve aircraft safety during inclement weather or Instrument Flight Rule (IFR) conditions.

Discussion of the proposed project is included in Appendices A (Project Description), B (Site Wetlands) and C (Archaeological Resources).

The proponent met with representatives of the MEPA Office and reviewed the Airport's long-term Master Plan, which extend to 2017. With the concurrence of the MEPA Office, the subject of this ENF is limited to the projects currently under consideration – the roadway, hangars, tree canopy clearing, and navigational aids. As other proposed projects come to fruition, the proponent will ensure that their environmental impacts are reviewed in accordance with the MEPA regulations.

The proposed project does not exceed any EIR thresholds. If an EIR is deemed necessary by the Secretary, based on this Expanded ENF, the proponent requests to be permitted to proceed with a Single EIR.