

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.: 14460
 MEPA Analyst: Bill Gage
 Phone: 617-626-1025

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: Fitchburg Airport Improvements		
Street: 567 Crawford Street		
Municipality: Fitchburg	Watershed: Nashua River	
Universal Transverse Mercator Coordinates:	Latitude: 42.554029 Longitude: -71.759133	
Estimated commencement date: June 2011	Estimated completion date: June 2024	
Approximate cost: \$20,000,000	Status of project design: 5 %complete	
Proponent: Fitchburg Airport Commission		
Street: 567 Crawford Street		
Municipality: Fitchburg	State: MA	Zip Code: 01420
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Armand J. Dufresne		
Firm/Agency: Gale Associates, Inc.	Street: 15 Constitution Drive	
Municipality: Bedford	State: NH	Zip Code: 03110
Phone: (603) 471-1887	Fax: (603) 471-1809	E-mail: ajd@gainc.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. 6938, 5595, 4245, 2841, 2635) 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): Massachusetts Aeronautics Commission - approximately \$6,800,000 over a 20 year period

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

List Local or Federal Permits and Approvals: **Order of Conditions (Local wetland ordinance), Floodplain District Special Permit (Local), Environmental Assessment (Federal), US Army Corps of Engineers Section 404 Permit (Federal)**

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 checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" 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 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>
Total site acreage	Approx. 300 ac			
New acres of land altered		28.0± ac		
Acres of impervious area	59.08 ac	-7.36 ac	51.72 ac	
Square feet of new bordering vegetated wetlands alteration		194 SF		
Square feet of new other wetland alteration		22,500 SF (0.52 ac) (IVW) 21 acres (BLSF)		
Acres of new non-water dependent use of tidelands or waterways		0 ac		
STRUCTURES				
Gross square footage	3.54 ac	+1.56 ac	5.10 ac	
Number of housing units	0	0	0	
Maximum height (in feet)	75 FT*	N/A	75 FT*	
TRANSPORTATION				
Vehicle trips per day	30	5	35	
Parking spaces	55	10	65	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	Approx. 660 GPD	0	Approx. 660 GPD	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/treatment	660 GPD	0	660 GPD	
Length of water/sewer mains (in miles)	0	0	0	

*75' building height is permissible in Industrial Zone by City of Fitchburg Zoning Ordinance, however FAA protected airspace surrounding an Airport imposes more stringent height restrictions that vary across the property and surrounding areas.

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

A review of September 2008 Massachusetts Natural Heritage and Endangered Species Program mapping for Fitchburg Airport did not indicate the presence of any protected habitat for State-listed rare or endangered species.

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

In 2005, University of Massachusetts-Amherst Archaeological Services (UMass) conducted an archaeological intensive (locational) survey for runway improvement projects at Fitchburg Municipal Airport. This survey was conducted in order to locate and identify any archaeological resources that may be affected by the proposed undertakings, and to assist in compliance with Section 106 of the National Historic Preservation Act. Fieldwork for the project was completed by UMass in April 2005. A previous reconnaissance survey identified two areas on Airport property that exhibited potentially high archaeological sensitivity for unrecorded cultural resources. Subsurface testing was conducted within these areas. A number of test pits were excavated; however no archeologically significant resources were identified. In the March 2006 report "Archaeological Intensive (Locational) Survey for Runway Improvements at the Fitchburg, Municipal Airport", UMass concluded that no additional survey is recommended for the undertakings as proposed.

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.*)

This ENF addresses the 20-year program of proposed improvements at the Fitchburg Municipal Airport (the Airport). The project site is a municipally-owned, public-use general aviation airport that serves corporate, business and recreational flyers. The Airport is under the care and custody of the Fitchburg Airport Commission pursuant to Chapter 90 of the Massachusetts General Laws.

The Airport consists of approximately 300± acres of land with generally flat topography and soil types that vary across the property. Land uses surrounding the Airport include commercial uses along Crawford Street, which is adjacent to the Airport's terminal area. To the east is a commercial area with an active railroad track that runs from north to south within a mile of the Airport property. To the

south is a mixture of residential and industrial uses, and Massachusetts Route 2. To the west, land use is a mixture of commercial and industrial. The North Nashua River runs along the southwest perimeter of the Airport, and Baker Brook bounds the Airport to the west.

The Airport facilities consist of two paved runways. The primary runway, designated Runway 14-32, is 4,511 feet long by 100 feet wide, with 25 foot paved shoulders (for a total paved width of 150 feet). Taxiway "D" is a 50 foot wide, full length parallel taxiway to Runway 14-32. The crosswind runway, designated Runway 2-20, is 3,502 feet long by 75 feet wide, with 37.5 foot paved shoulders (for a total paved width of 150 feet). Taxiway "C" is a connector taxiway, approximately 1,500 feet in length and 60 feet wide and provides access from the Main Apron to the Runway 20 end. Taxiway "A" is a connector taxiway that is approximately 800 feet in length and provides access from the Main Apron to the Runway 32 end. Taxiway "B" is a stub taxiway that is approximately 400 feet in length and 60 feet wide that connects the Main Apron with Taxiway "D" at midfield. The Airport has several aircraft parking aprons, hangar buildings, an equipment storage and maintenance facility and an Airport administration building. The Airport and its tenants provide a variety of services, including aircraft fueling, flight instruction, aircraft maintenance, and charter services.

The proposed projects covered by this ENF include several Airport improvements scheduled for implementation during the years 2010 through 2024. The proposed improvements were identified in the 2008 Airport Master Plan Update. These improvements are focused on improving airport safety, compliance with FAA standards, and the Airport's ability to maintain its financial self-sufficiency. These improvements include:

- Realign Runway 14-32 to a 16-34 orientation; and construct the runway at a total paved length of 5,150 feet with the use of declared distances, to provide an "Accelerate-Stop Distance Available" (ASDA) of 5,000 feet.
- Construct standard Runway Safety Areas (RSAs) at each end of Runway 16-34 (150' wide by 300' long).
- Remove the existing Runway 14-32 and the existing parallel Taxiway "D" pavement.
- Abandon and remove the existing Runway 2-20.
- Update the Airport's Vegetation Management Plan, and acquire easements for tree clearing in the Airport's FAR Part 77 Surfaces.
- Reconstruct the existing Main Apron to be realigned with the proposed Runway 16-34. This will provide an increase of 6 aircraft tie-downs for a total of 85 paved aircraft parking tie-downs on the Main Apron.
- Replace two (2) existing box hangars (approx 75' x 50') with two corporate hangars (60' x 120').
- Construct two (2) 70' x 70' conventional box hangars.
- Construct a corporate hangar facility at the north end of the airfield, proposed to have five (5) 75'x75' hangars, a paved parking area, and a taxiway, Taxiway "E", that provides access to the parallel Taxiway "D" near the proposed Runway 16 end.
- Construct a self-service fueling facility adjacent to Taxiway "C".
- Replace the existing Airport Administration Building with a new Administration Building adjacent to the existing building.

A range of alternative development scenarios were reviewed during the 2008 Airport Master Plan Update with a particular focus on the reorientation of the Runway, upgrading the Runway to meet FAA standards, and redevelopment of the Airport's terminal area facilities.

In addition to the proposed Airport Improvements, a proposal has been made recently to construct ground-mounted solar panels on Airport property. ANSAR Energy, LLC is proposing the development of a \$450 million, 50 Mw Statewide PV solar program over three years with all three major utilities across Massachusetts. The Airport has been identified as a potential site which could generate approximately 4 Mw per year. It is anticipated that up to 40 acres of Airport land may be used for the installation of ground-mounted solar panels. Of this, 26 acres may be located within the floodplain of the Nashua River. This project is in early planning stages, and the design and full