

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.: 12729
MEPA Analyst: ANDREA DAMES
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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: Beverly Municipal Airport Safety Improvements		
Street: 46 L.P. Henderson Road		
Municipality: Beverly, Danvers, Wenham	Watershed: North Coastal, Ipswich	
Universal Transverse Mercator Coordinates: 0342749.01EW, 4716346.25N	Latitude: 42° 35' 0.65"	Longitude: 70° 54' 58.48"
Estimated commencement date: Year 2003	Estimated completion date: Year 2007	
Approximate cost: \$5.1 Million	Status of project design: 5%	
Proponent: Beverly Airport Commission		
Street: 46 L.P. Henderson Road		
Municipality: Beverly	State: MA	Zip Code: 01915
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Maryann Magner		
Firm/Agency: Edwards and Kelcey, Inc.	Street: 529 Main Street, Suite 203	
Municipality: Boston	State: MA	Zip Code: 02129
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. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. 5653, 9026) 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): 7% Massachusetts Aeronautics Commission (MAC) for planning and construction.

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: Beverly, Danvers, and Wenham; National Pollutant Discharge Elimination System General Construction Permit (NPDES GCP); Corps of Engineers Programmatic General Permit (COE PGP).

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 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	412			
New acres of land altered		2		
Acres of impervious area	40	-8 +8	40	
Square feet of new bordering vegetated wetlands alteration		Up to 1800		
Square feet of new other wetland alteration		Up to 9395 (Federal)		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	144,000	0	144,000	
Number of housing units	N/A	0	N/A	
Maximum height (in feet)		0		
TRANSPORTATION				
Vehicle trips per day	N/A	0	N/A	
Parking spaces	102	0	102	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	N/A	0	N/A	
GPD water withdrawal	N/A	0	N/A	
GPD wastewater generation/treatment	N/A	0	N/A	
Length of water/sewer mains (in miles)	N/A	0	N/A	

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 **Source: Massachusetts Natural Heritage Atlas, 2000-2001 Edition**

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 **Source: MassGIS, EOEA**

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 **Source: MassGIS, EOEA, DEM ACEC List September, 2001**

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.)

Beverly Municipal Airport is on a 412 acre site located in Beverly, Wenham and Danvers. There are approximately 55 acres of wetland resources on the airport property. These areas include vegetated wetlands and streams located along the boundary of the airport and within the infield areas. The northeasterly edge of the airport is located within the watershed of Wenham Lake, a public water supply. The lake is approximately 4000 feet west of the airport.

The Beverly Municipal Airport provides service to private, business, recreation, corporate, and occasional military aircraft. The airport has two runways and several taxiways. Runway (R/W) 9/27, the primary runway, is 5,001 feet long and the pavement is in very poor condition. R/W 16/34, the secondary runway, is 4,634 feet long and has a system of nonprecision instrument approach navigational aids. R/W 2/20, closed in 1994, has been designated as Taxiway F. Airports that serve corporate aircraft should have at least one instrument approach runway that is 5,000 feet long in order to meet GA industry operating standards and insurance requirements.

The Beverly Airport Commission proposes safety improvements at Beverly Municipal Airport. The Airport Master Plan Update, prepared for the Airport in 2000, recommends capital improvement projects to meet Federal Aviation Administration (FAA) safety and design standards. The proposed improvements are a result of that effort.

The safety improvements will enhance airport safety by reconstructing pavement and providing Runway Safety Areas (RSAs) for all runway ends. FAA requires the addition of RSAs when runways are reconstructed. A RSA is grassy area at the end of the runway for planes that overshoot or undershoot the runway. Both runways at Beverly Airport require 150 foot by 300 foot RSAs. The proposed improvements consist of the following five elements:

1. **Runway 9/27** – shorten by 220 feet, narrow by 50 feet, redesignate as the secondary runway, and construct RSAs.

No work within wetland resource areas is anticipated with implementation of this element. However, work is proposed with the 100-foot buffer zone to identified resources.

2. **Runway 16/34** – lengthen by 366 feet, redesignate as the primary runway, construct RSAs, relocate existing lights, and add new approach lights.

For the conceptual design phase three options to lengthen R/W 34, differing in the extent of wetland resource impacts, have been identified. These three options relate to the elevation of the

R/W and the design of the sideslopes of the RSA. Wetland impacts range from 4,850 SF to 6,350 SF. The feasibility of design options such as retaining walls will be analyzed during the preparation of the EIR. A preferred option has not been selected. The addition and relocation of the approach lights and the construction of the RSA for the 16 end of Runway 16/34 will also result in wetland impacts. The extent of wetland impacts will depend on the location of the lights and the extent of grading necessary for the RSA, which will be analyzed during the EIR. The potential wetland impacts range from 45 SF to 4545 SF.

3. **Taxiway F** - *narrow pavement width and reconstruct.*

No work within wetland resource areas is anticipated with implementation of this element. However, work is proposed with the 100-foot buffer zone to identified resources.

4. **Auto Parking and Aircraft Aprons** - *relocate.*

Planes are currently parked within the Object Free Area of Runway 16/34, which is a FAA safety violation. An Object Free Area is a area on the ground that is free of objects, except for those necessary for air navigation. To provide an appropriate parking area for the planes, the existing East Ramp/Apron would be expanded and the existing automobile parking area may be reconstructed as an aircraft apron. Replacement automobile parking would be constructed, possibly to the rear of the buildings. No wetland impacts are anticipated.

5. **Security Fence** - *completion of the existing fencing.*

Construction of portions of the security fence was included in an ENF (EOEA No. 9026) filed in 1992. At that time, the alignment of the fence and the extent of wetland impacts had not been determined. A Notice of Project Change relating to the security fence was filed June 1995. For the purpose of consolidating all of the airport's activities under one EOEA file, the completion of the security fence is included in this ENF in lieu of filing a new Notice of Project Change. Depending on the alignment of the fence, up to 300 SF of wetlands may be impacted.

Alternatives Considered In the Master Plan:

Build RSAs on the Existing Runways - Meet the FAA safety requirements by constructing the 300-foot RSAs at the ends of the existing runways. This would result in the following impacts: the taking of 3 homes, significant grade changes, and 35,000 SF of wetland alteration. This alternative was deemed unfeasible due to the environmental and community impacts, and costs.

No-Build - Maintain the existing runway designations and declare changes in distance for landing, takeoff, and stopping ("Declared Distances"). This would result in the airport losing its ability to service corporate aircraft. This alternative was deemed unfeasible due to the financial and operational impacts.

Mitigation

Stormwater currently flows off the runways into a series of catch basins. The drainage system has several outlets, some to wetlands. The proposed project provides an opportunity to incorporate stormwater BMPs into the drainage system to improve the water quality of the airport runoff and to better meet the performance standards of the DEP Stormwater Policy. Deicing materials are not used at the airport for either the runways or the aircraft.

Efforts will be made to first avoid wetland impacts and then to minimize wetland impacts. All unavoidable wetland impacts will be mitigated. Wetland boundaries will be reviewed and updated as part of the EIR.

Mitigation for lengthening Runway 16/34 will be provided by shortening Runway 9/27.